

HARTLEPOOL LOCAL PLAN

LOCAL INFRASTRUCTURE PLAN

November 2016

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1. INTRODUCTION

- 1.1 Hartlepool Borough Council is preparing a new Local Plan to guide the scale and distribution of new development, use of land and buildings, and provision of infrastructure over the next 15 years.
- 1.2 The aim of the Local Plan is to create sustainable communities. As well as providing opportunities for new housing and employment development, there is also a need to provide the necessary supporting physical, social and environmental infrastructure in the right place and at the right time.
- 1.3 The Local Infrastructure Plan (LIP) is an integral part of the Local Plan preparation process. It identifies the type of infrastructure required to facilitate and deliver allocations and proposals within the Local Plan, responsibilities for delivery, and sources of funding. The LIP is a key element of the Local Plan evidence base and will be a mechanism by which its delivery can be monitored.
- 1.4 As well as setting out a realistic delivery programme for the Local Plan, it also takes account of other local authority strategies and delivery plans and investment programmes from infrastructure providers.
- 1.5 Additional copies of this document are available from:

Department of Regeneration and Neighbourhoods
Civic Centre
Hartlepool
TS24 8AY

It is also available to view on the Council's website www.hartlepool.gov.uk

2. INFRASTRUCTURE PROVISION – A POLICY CONTEXT

- 2.1 The government issued a National Infrastructure Delivery Plan (NIDP) in March 2016¹. Forming part of the National Infrastructure Plan, the new NIDP brings together the government's plans for economic infrastructure over the next 5 years with those to support delivery of housing and social infrastructure. The NIDP sets out key projects and programmes, and major policy milestones, in each industry sector. The NIDP is underpinned by a refreshed National Infrastructure Pipeline which shows the size and status of planned and private investment to the end of the decade and beyond.
- 2.2 The NIDP reaffirms the government's commitment to the Northern Powerhouse, designed to boost the economy across the North of England. This includes £13bn investment to deliver better transport to connect the north.

¹ National Infrastructure Delivery Plan 2016-2021; Infrastructure and Projects Authority, reporting to HM Treasury and Cabinet Office, March 2016

- 2.3 The NIDP outlines the continuing mixed model approach to financing infrastructure development, using both public and private sector finance to deliver infrastructure in the most efficient way possible. Infrastructure is ultimately paid for through consumer bills, user charging, public funds from taxation, or a combination of all of these. These sources provide revenues that will ultimately cover the costs for construction, operation and maintenance, but upfront capital investment is needed to get projects underway. This can be provided through public or private sources.
- 2.4 The National Planning Policy Framework (NPPF)² provides further context and guidance to local authorities in supporting growth and new development. A core principle in the NPPF is for planning to drive and support sustainable economic development to deliver the homes, business and industrial units and infrastructure needed. More specifically local plans should:
- Include policies that address potential barriers to investment including a lack of infrastructure and services
 - Identify priority areas for infrastructure provision
 - Provide transport infrastructure necessary to support sustainable development such as growth of ports and other major generators of travel demand
 - Support expansion of electronic communications networks, including telecommunications and high speed broadband
 - Take account of and support local strategies to improve health, social and cultural wellbeing, and deliver sufficient community and cultural facilities and services to meet local needs
 - Take full account of flood risk, coastal change, and water supply and demand considerations, including implications of climate change over the longer term
 - Plan positively for networks of green infrastructure
- 2.5 The Government's on-line National Planning Practice Guidance³ requires a local plan to address what infrastructure is required to deliver the plan, how it can be funded and brought on stream at the appropriate time. Particular attention should be given to the first five years of the plan period, with less detail for the later stages when there may be greater levels of uncertainty.
- 2.6 Tees Valley Unlimited, the Local Enterprise Partnership (LEP), has stressed the important role that infrastructure plays in encouraging economic development and investment. A lack of adequate existing or planned infrastructure can discourage investment and expansion and the Tees Valley could lose out to other parts of the UK or even Europe. The LEP Strategic Economic Plan⁴ has identified a number of key infrastructure challenges including:

² National Planning Policy Framework; Department for Communities and Local Government, March 2012

³ <http://www.planningguidance.planningportal.gov.uk>

⁴ Tees Valley Strategic Economic Plan; Tees Valley Unlimited, April 2014. The Strategic Economic Plan is currently being reviewed the Strategic Economic Plan and an updated version is expected later in 2016

- Highway network resilience and congestion restricting development of major sites
- Increase capacity and operational flexibility on rail services and strategic road network
- Poor public transport, walking and cycling access to key employment sites from some Tees Valley locations
- Impact of climate change on existing infrastructure

2.7 To address these challenges a number of specific projects and priorities have been identified in the Strategic Economic Plan, along with potential funding sources and delivery mechanisms – principally Local Growth Fund and Growth Deal. These projects and priorities will be referred to as appropriate in the following ‘topic’ sections of this document.

2.8 Tees Valley Unlimited also produced a Strategic Infrastructure Plan⁵ setting out infrastructure strengths, barriers to growth and a number of key strategic priorities and major projects. The Strategic Infrastructure Plan specifically considers infrastructure impact on strategic sites including Enterprise Zones, new housing sites of 250 dwellings and more, or employment sites with over 500 employees. Issues and projects related to Hartlepool are referred to in the following sections of this document.

3. INFRASTRUCTURE DELIVERY IN HARTLEPOOL

3.1 Policies in the Local Plan will provide the spatial direction for Hartlepool. The Local Infrastructure Plan provides a framework within which detailed infrastructure projects can be identified and prepared at a local level.

3.2 Hartlepool’s future sustainable growth and development depends on the timely funding and delivery of supporting infrastructure that reflects the scale and type of development and the needs of the locality; without it, new development may be delayed and/or there could be unacceptable social, economic or environmental impacts on existing infrastructure.

3.3 Improved alignment of investment is critical to delivery of infrastructure. While the public sector will contribute some of the funding towards the delivery of infrastructure to provide for growth and development set out in the Local Plan, restrictions and cutbacks to government spending create uncertainty and make it difficult to plan in the longer term. New and innovative funding opportunities need to be fully explored, and the private sector now needs to contribute significantly towards infrastructure delivery.

3.4 There is a need for regular dialogue with key infrastructure providers so that the Local Infrastructure Plan can be kept as up to date as possible and reflect changes in priorities and timescales. Policies and proposals will not be included in the Local Plan where the Local Infrastructure Plan is unable to

⁵ Tees Valley Strategic Infrastructure Plan; Tees Valley Unlimited, November 2014

provide evidence that contingency arrangements can be put in place should a proposed delivery mechanism stall.

3.5 The following infrastructure themes are covered in this document:

- Connectivity and Transport
- Sports and Leisure Provision
- Green Infrastructure
- Coastal and Flood Defences
- Utility Services
- Health Services
- Education Provision

4. SUMMARY OF LOCAL PLAN DEVELOPMENT STRATEGY

4.1 This section provides a summary of the development strategy and key proposals contained in the Publication Draft Hartlepool Local Plan, which could place pressure on existing infrastructure and/or require provision of new or improved infrastructure.

Population, household growth and housing development

4.2 The population of Hartlepool is expected to increase from 92,600 in 2014 to 97,100 by 2031. The proportion of residents aged 65 and over is expected to increase by about 50% over the Local Plan period.

4.3 The Hartlepool Strategic Housing Market Assessment⁶ indicates that the Objectively Assessed Housing Need over the 15 year plan period is for a total of 4,300 dwellings, 290 dwellings per year. Factoring in an allowance for the replacement of dwellings likely to be demolished over the plan period, plus an additional 20% buffer to allow for flexibility in delivery and additional affordable housing, this gives a total housing requirement over the plan period of some 6,135 (410 per year). Planning permissions currently exist for approximately 3,800 new dwellings in the Borough which are considered to be deliverable over the plan period, leaving a requirement for allocations to provide for some 2,400 new dwellings.

4.4 Strategic housing proposals in the Local Plan include approximately 1,200 dwellings at High Tunstall, 220 dwellings at nearby Quarry Farm 2, and approximately 730 dwellings at Wynyard. In addition a major scheme known as the South West Extension has recently been granted permission for some 1,260 dwellings (full permission for 144 dwellings and outline permission for 1,116 dwellings).

4.5 It is also proposed to allocate sites for some further 170 dwellings within the urban area which, along with a number of existing planning consents on sites

⁶ Strategic Housing Market Assessment; Hartlepool Borough Council, March 2015 (prepared by Arc4) and Addendum (Arc4), October 2016

within and on the edge of the urban area and some limited development in the villages.

Economic development

- 4.6 No 'new' allocations are proposed for employment related development in the Local Plan. However most existing allocations are being retained and it is anticipated that further significant development will take place on a number of employment sites during the period of the plan. A number of industrial/business sectors are forecast to experience growth over the next few years⁷ and the Hartlepool Local Plan has considered possible growth/job scenarios within the production of the Strategic Housing Market Assessment.
- 4.7 Three sites in Hartlepool are designated as Enterprise Zones (EZ) – Oakesway, Hartlepool Port, and Queen's Meadow Business Park – and the EZ designation has been extended for a further three years to April 2018. Enterprise Zone designation offers various financial incentives to investors and, along with a simplified planning regime, could lead to significant developments, particularly at Queen's Meadow and Hartlepool Port.
- 4.8 Further employment related development is also expected in south east Hartlepool, particularly the Brenda Road area and Tees Road area. The Tees Road area could see development commence on a new Nuclear Power Station during the plan period, and in line with Government advice a site for the new power station has been safeguarded. Further capital intensive development may occur in the Graythorp and Seaton Channel areas.

Commercial/Retail/Leisure developments

- 4.9 The Local Plan policies and proposals also reflect a number of key schemes and initiatives that are set out in the Hartlepool Vision and Hartlepool Masterplan⁸. These include:
- Further leisure and mixed use developments in and around the Marina (Hartlepool Waterfront), including a landmark leisure/visitor attraction;
 - Regeneration of the Church Street area between the town centre and the new Cleveland College of Art & Design Campus. This will include encouraging the creative industry sector and improvements to the public realm;
 - Continuing improvements to Middleton Grange shopping centre and surrounding public realm;
 - Relocation of leisure facilities in the Mill House area to a new Town Centre Community and Leisure Centre, and
 - Improvements and redevelopment at Seaton Carew, particularly along the sea front to provide an enhanced visitor attraction and economic opportunities.

⁷ See Employment Land Review; Hartlepool Borough Council, December 2014 (prepared by BE Group)

⁸ The Hartlepool Vision was the first step in developing proposals to regenerate the town centre and key locations around Hartlepool. A Regeneration Masterplan based on the Vision has been adopted by the Council.

5. CONNECTIVITY AND TRANSPORT

Strategic transport context

- 5.1 Transport is acknowledged as a key driver of the national economy and a major catalyst for wider economic growth and regeneration, as well as having a key influence on the climate change agenda. The Government has confirmed that is committed to ensuring that key strategic infrastructure projects are considered as part of the development of the Northern Transport Strategy⁹.

Table 1: Northern Transport Strategy

NTS Element	Tees Valley Strategic Transport Priorities
Northern Powerhouse Rail/HS2	Darlington Station – essential re-modelling of track and platforms as part of a commercial-led gateway
National road and rail programmes	New Tees Crossing – extension to the current A19 Norton to Wynyard widening scheme
	Northallerton to Teesport electrification – extension to the current Northern Hub electrification scheme
	East – West road connectivity – complete a high quality, reliable route from the A1(M) to Teesport
Strategic local connectivity	A66 local road access to Teesport
	Middlesbrough Station
	Local rail improvements

- 5.2 In November 2015 the Tees Valley Local Enterprise Partnership and the local authorities signed a Devolution Deal. This is a significant development that will involve the transfer of powers for transport away from central government to the Tees Valley. The Tees Valley Devolution Deal includes the four Northern Powerhouse Rail/HS2 and national road and rail programme schemes shown in the table above. These schemes are seen as essential to facilitate growth in the Tees Valley. They are deliverable in the next 10 years and are supported and endorsed by Transport for the North (TfN)¹⁰. In

⁹ The Northern Powerhouse: one agenda, one economy, one north – a report on the Northern Transport Strategy; HM Government, March 2015 and The Northern Transport Strategy: Spring 2016 Report; HM Government, March 2016

¹⁰ Transport for the North (TfN) brings together local authorities from across the north of England to speak with a single voice to Government. It is a long term strategic programme to deliver significant transformational benefits for commuters, businesses and the wider economy of the North through

combination, these schemes could deliver £1 billion in economic benefits across the north.

5.3 The Tees Valley Combined Authority will be preparing a Tees Valley Strategic Transport Plan during 2016/17 which, in addition to further developing the strategic transport priorities outlined in the table above, will set the policy framework to support the following:

- Tees Valley Area Action Plan – development of a prioritised programme of local highway improvements to facilitate housing and employment growth and to support the strategic priorities
- Tees Valley Rail Network – further enhancement of local rail services through active involvement in the new North East Rail Management Unit, to build on franchise improvements and recent investment in station facilities
- Tees Valley Bus Network – further network enhancement to build on the recent Tees Valley Bus Network Improvements investment
- Tees Valley Freight Network – development of a supporting freight strategy which will identify investment priorities to facilitate planned freight growth across the Tees Valley and beyond
- Sustainable Transport – continued development of a complementary programme of cycling, walking and other sustainable transport measures to support economic growth as well as health and well-being

5.4 A Statement of Transport Ambition for the Tees Valley¹¹ prepared in 2011 provided a concise picture of the transport challenges facing the sub-region in its wider ambitions for sustainable economic growth, job creation and securing inward investment. The challenges can be summarised as:

- Resilient network connectivity;
- Access to employment, and
- Reducing carbon emissions

Resilient Network Connectivity

5.5 Strongly linked to improving the Tees Valley's economic performance, this challenge is essentially about improving journey experiences on urban, regional and local passenger networks, and improving freight and passenger movements to and from national and international gateways to the Tees Valley. Good international and national links are important as the Tees Valley economy grows. Many of the Tees Valley's industries are nationally important and good rail and road connectivity into and beyond the sub-region will be fundamental to the continued success and future growth of these industries.

5.6 Key projects underway or proposed to address this challenge include:

- Improvements to the local rail network, particularly to station facilities. At Hartlepool station these have included a direct link to London

improved connectivity. The Tees Valley Combined Authority will seek the support and influence of TfN in the development and delivery of the key transport priorities

¹¹ Connecting the Tees Valley: Statement of Transport Ambition; Tees Valley Unlimited, April 2011

operated by Grand Central, improved passenger waiting facilities, accessibility improvements and a new bus/rail interchange. Longer term outcomes include newer trains and frequency enhancements, and

- Targeted strategic and local highway improvements, including ramp metering and capacity improvements at key junctions on the A19(T)

Access to Employment

5.7 The Tees Valley's economic strategy aims to stimulate growth and regeneration by focussing on existing town centres and key employment sites. Car ownership in the Tees Valley is forecast to increase at a higher rate than the national average, leading to increased congestion and other adverse impacts, including environmental concerns. Some 90% of the Tees Valley's workers live in the Tees Valley and each centre is relatively self-contained, with high levels of trip making being confined within each district.

5.8 Improving local bus services is seen as being vital in tackling this challenge. The bus network across much of the Tees Valley is not particularly well co-ordinated. Bus inter-connectivity will be important to support the Tees Valley economic strategy, which focuses on economic specialisation within different areas. Due to its location on the periphery of the Tees Valley, Hartlepool has relatively poor public transport connectivity to other labour markets in the sub-region.

5.9 Projects completed, underway or proposed to address the challenge of improving accessibility to employment opportunities include:

- Investment in new buses and the rolling out of real time journey information on some of the main bus corridors;
- Tees Valley Bus Network Improvements scheme implemented by the local authorities in partnership with bus operators. Improvements included bus priority measures, better passenger waiting facilities, and improved information and ticketing;
- New infrastructure including the Hartlepool Interchange opened in August 2010;
- Facilitating development at pinch points, including Wynyard (A19/A689) where scheduled work was completed in 2014, and
- Enhancing the role of cycling and walking networks in catering for shorter commutes.

Reducing Carbon Emissions

5.10 It is important that transport does not add to climate change through further emissions of greenhouse gases. Local authorities and partners in the Tees Valley have recognised the importance of developing economic and spatial plans and supporting transport systems that do not add further to the changing climate.

5.11 The private car is responsible for the majority of carbon emissions from land based travel, and trends suggest that transport is the one sector where carbon emissions will continue to rise. Significant contributions in reducing CO₂ from transport can be delivered through tackling local trips, through the

promotion of active travel such as walking and cycling for short trips, and through targeted programmes of smarter choices.

5.12 Key initiatives to address this challenge include:

- Workplace and school travel planning across the Tees Valley;
- Roll out of electric vehicle charging points in a wide variety of locations;
- Promote a modal shift from private car to rail and bus use through marketing and awareness raising and service quality improvements, and
- Reducing carbon emissions from the Tees Valley bus fleet.

5.13 The Tees Valley Strategic Economic Plan¹² addresses ways of overcoming barriers to get businesses and people moving. Network resilience and road congestion hot spots impact on existing employment sites and can limit future employment and housing site development. In the Hartlepool area there is congestion in and around the A19/A689 interchange at Wynyard affecting access to key housing and business locations at Wynyard Park, southern Hartlepool and the north side of the Tees. Recent installation of traffic signals at this interchange has improved capacity and traffic flows but there remain capacity concerns as further development is proposed in the Wynyard and south Hartlepool areas.

5.14 Developing and maintaining external transport links is a critical element of the Strategic Economic Plan. The Plan's priorities are therefore to secure additional capacity on the strategic road network, improve rail services to major UK cities, improve bus, rail, cycling and walking connections to centres of employment in the Tees Valley, as well as providing road, port and air infrastructure to enable growth.

5.15 The Tees Valley Strategic Infrastructure Plan¹³ identifies a number of specific projects and priorities designed to achieve the objectives set out in the Strategic Economic Plan. Projects in the Strategic Infrastructure Plan that are relevant to the Local Plan and future development in Hartlepool include:

Strategic Route Management – complements other capacity improvement works across the highway network, including expanding use of the Urban Traffic Management and Control System enabling pre-set traffic management strategies to be activated during incidents.

A689 Wynyard Improvements – facilitates Wynyard's role in providing a unique high end market housing offer to attract key business personnel, and provides locational advantages for economic growth sectors including manufacturing and Research & Design. Funding was secured for capacity/signalling improvements through Local Growth Fund (LGF).

¹² Tees Valley Strategic Economic Plan; Tees Valley Unlimited, April 2014

¹³ Tees Valley Strategic Infrastructure Plan; Tees Valley Unlimited, November 2014

Sustainable Transport Package – provide transport capacity for economic growth in a cost effective manner while reducing the carbon emissions of commuting and work-related travel. Investment can increase affordable access to employment and other services, especially for those without access to a car. Funding for the sustainable transport package has been secured through LGF.

Hartlepool Dock Entrance – Hartlepool Dock can offer locational advantages, including a deep water berth, associated with the adjacent Enterprise Zone, particularly for the renewable energy and advanced manufacturing sectors.

A19 Active Traffic Management – increases capacity on the trunk road network to allow future development through better management of vehicle speeds and routeing.

A19 Widening between Wynyard and Norton – this project is designed to relieve congestion on the A19 and ease constraints on future development. If this scheme is not implemented it may prevent a number of commercial/employment generating developments and substantial residential developments within the Tees Valley from going ahead. This project is linked to the A19 Tees Flyover/new Tees Crossing feasibility work that has now commenced. It is currently anticipated that work on the widening scheme will commence in 2020 and that the scheme will open for traffic two years later.

- 5.16 In 2006 Tees Valley Unlimited, on behalf of the Tees Valley local authorities and the Highways Agency (now Highways England), commissioned work to start the process of developing a joint Area Action Plan (AAP) for the Tees Valley. The AAP was intended to be a pro-active response to the challenges of supporting economic regeneration in the Tees Valley and fit with the aims of the Statement of Ambition to deliver projects more efficiently and cost effectively by aligning resources.
- 5.17 A review of the AAP was undertaken in 2011¹⁴. The review examined development proposals likely to come forward, fed these into a trip modelling exercise, and then produced an Implementation Plan setting out the transport schemes required to facilitate economic growth and ensure that the strategic road network remains uncongested.
- 5.18 The AAP is currently undergoing further development work and the results of this are expected late 2016/early 2017. This work involves:
- Maintaining the development database and using it to model future traffic predications in an up to date form; Hartlepool Borough Council has had an input into the database
 - Using model predictions to maintain and update the AAP scheme list
 - Progressing schemes identified for the first 5 year period
 - Examining potential funding mechanisms (including Local Growth Fund and the Local Majors Scheme) to allow the AAP to be delivered in partnership with private sector

¹⁴ Tees Valley Area Action Plan Progress Report; Tees Valley Unlimited, October 2011

- 5.19 Initial feedback on the AAP has noted the benefits that the proposed new junction on the A19 at Elwick and the bypass will provide. The 2016 AAP development work will be reflected in future iterations of the Local Infrastructure Plan.
- 5.20 A North East Rail Statement¹⁵ issued in 2014 provides a context for improving rail services across the North East linked to economic growth outlined in the Tees Valley and North East Strategic Economic Plans. An announcement was made in early December 2015 of a franchise deal between the Department for Transport and local councils. Tees Valley Unlimited, along with the North East Combined Authority, have secured a deal which should see rail passengers in the North East benefit from new trains, more frequent services and smart ticket travel. As part of the deal which sees two new rail franchise holders, including Arriva Rail North Ltd for Northern Rail, benefits for passengers using the service through Hartlepool are likely to include:
- Replacement of the existing ‘Pacer’ fleet (which operates most local services through Hartlepool) with newer stock by 2020 at the latest
 - Formation of a North East Rail Management Unit devolving more influence on local rail services – Tees Valley Unlimited will be part of the Management Unit
 - Enhanced services on local routes
- 5.21 A key concern is the ability of residents to access strategic employment sites such as Enterprise Zones and key locations other than by car. Priorities are to develop a case for Tees Valley Bus Network Improvements (TVBNI) Phase 2, concentrating on access to strategic employment sites and improving interchange between different modes. Potential solutions for access to important employment locations can also be explored on a site by site basis utilising Local Sustainable Transport Fund (LSTF) and European Regional Development Fund (ERDF) to look at initiatives such as wheels to work and cycle routes where public transport is not the answer.

Highway Network

- 5.23 The Borough Council fully supports the strategic highway network priorities and improvements identified as part of the Northern Transport Strategy, the Tees Valley Strategic Transport Plan, and the Tees Valley Strategic Infrastructure Plan. These will clearly result in significant economic benefits and opportunities for Hartlepool and the Tees Valley. A particular weakness for Hartlepool is the reliance on only two principal access points to/from the A19, namely the A179 and the A689. Both of these access points are becoming increasingly congested. As well as acting as a physical constraint on specific development proposals, congestion and delays can have a significant impact on economic performance and act as a deterrent to future expansion and investment. A key strategic aim of the Local Plan is to provide

¹⁵ North East Rail Statement – Our aspirations for rail improvements and investments over the next 15 years; Association of North East Councils, North East Local Enterprise Partnership and Tees Valley Unlimited, 2014

a new grade separated junction on the A19 at Elwick, to be delivered in conjunction with new housing development in the north west of the town. This will provide an alternative, safe access to the A19 and relieve congestion at the A179 and A689 junctions, reducing the costs associated with delays and improving reliability of the road network.

- 5.24 A number of other projects will also be undertaken during the Local Plan period to provide the necessary infrastructure to accommodate developments proposed in the Plan. Legal agreements will be secured with developers to ensure that adequate highway improvements are put in place to enable the network to cope with the additional demands imposed by new development.
- 5.25 The Borough Council's current Local Transport Plan (LTP)¹⁶ sets out improvements proposed to the local network over a 15 year period. The LTP is regularly updated and this will ensure that it aligns with the priorities identified at sub-regional and regional levels, as well as the Local Plan. Over the period of the Plan the Council will work in partnership with other organisations and agencies to deliver a wide range of local transport schemes and policy measures to address identified problems.
- 5.26 The LTP identifies a range of improvements that will ensure that the network is resilient and of a high standard. Appendix 3 is taken from the LTP and highlights some of the works/projects to be undertaken to offer attractive and viable alternatives to the private car.
- 5.27 Table 2 lists projects necessary to improve the highway network to facilitate developments and ensure the safety and efficiency of the highway network over the Local Plan period. It also indicates the level of risk to the deliverability of Local Plan policies and proposals if a particular scheme is not implemented.

¹⁶ Local Transport Plan 3, 2011 – 2026; Hartlepool Borough Council, April 2011

Table 2: Highway schemes required for delivery of Local Plan proposals/policies

(Short term 2016 -2021; Medium term 2021- 2026; Long term 2026 -2031)

Regional/Sub-regional schemes					
Identified infrastructure need	Key issues	How the need will be addressed	Funding source(s)	Estimated Timescale	Risk to deliverability of Local Plan policy
A19 Tees Valley	Central to economic growth of sub-region Improve connectivity with rest of UK	Concept of 'Expressway' – incremental improvements including driver information (via overhead gantries), safety features, and fewer junctions	Dept for Transport Highways England	Medium term onwards (2021+)	This scheme is designed to improve links between Tees Valley and the rest of the UK by reducing journey times, increasing reliability, and promoting a positive message to potential inward investors. It is not critical to the deliverability of the Local Plan, particularly in the short to medium term, but in the longer term could prove important in continuing to attract economic growth and new investment. Key Local Plan policies: <i>LS1, INF1, INF2</i>
A19 Wynyard to Norton	Impact on future housing development and economic growth Delays and congestion, particularly on southbound carriageway in a.m. peak	Additional lane between Wynyard (A689) junction and Norton (A1027/A139)	Dept for Transport Highways England (Estimated cost £140m)	Delivery Plan Start of Works commitment – March 2020 Open for traffic commitment – March 2022	The A19 between Wynyard and Norton experiences congestion, particularly at peak periods. Will be critical in the latter stages of the plan period as new housing is developed in the south west of the town and at Wynyard. Implementation of the scheme will improve the attractiveness of Hartlepool as a place to live and work, as well as improving access for Hartlepool residents to job opportunities elsewhere in the Tees Valley. Key Local Plan policies: <i>LS1, INF1, INF2</i>
Additional crossing of the River Tees	The existing A19 Tees Crossing experiences significant congestion at	New crossing of the River Tees	The proposal is for the scheme to be added to the Dept for	Medium/long term	Although not critical to the delivery of the Local Plan in the short term the new Tees Crossing will become a key element in the Tees Valley highway network over the plan period, It will

	certain times. An additional crossing of the R. Tees is proposed to relieve the “bottleneck” of the existing A19 at the flyover and complement the A19 Wynyard to Norton widening scheme		Transport/Highways England Road Investment Strategy 2015-2020		support economic growth and investment throughout the Tees Valley including Hartlepool, and will enable future development to take place with the confidence that the road network can accommodate the associated traffic growth. Key Local Plan policies: LS1, INF1, INF2
A689 Wynyard Improvement	Capacity improvements at access points along the A689 between Billingham & Wynyard to facilitate housing and business development	<p><u>Committed scheme:</u> Capacity improvements at 5 roundabouts along A689:</p> <ul style="list-style-type: none"> - A1185 Seal Sands Link Road - Wolviston Services Access - Wynyard Park Business Park - Wynyard East - Wynyard West <p><u>Additional capacity improvements</u> (likely to include):</p> <ul style="list-style-type: none"> - dedicated northbound slip road from eastbound A689 onto A19 - widening of northern part of A689/A19 roundabout to provide 3 traffic lanes - footbridge over A19 to replace existing footpath 	<p>LGF (£3m) confirmed (repayable loan)</p> <p>Developer contributions</p> <p>Developer contributions</p> <p>Other potential funding sources for example: Growing Places Fund; HCA Home Building Fund; Tees Valley Patient Capital Investment Fund; Prudential</p>	<p>Short term</p> <p>Medium term</p>	<p>The A689 committed scheme complements the Highways England Pinch Point Programme scheme at the A689/A19 junction. It allows a number of residential schemes at Wynyard to be implemented (see appendices 1 and 4) without further highway capacity improvements.</p> <p>Further mitigation/capacity improvements will be required to enable further development at Wynyard to be acceptable in highway terms and deliverable over the local plan period. See appendix 1: Strategic Site Wynyard</p> <p>Key Local Plan policies: LS1, INF1, INF2, HSG6, EMP1</p>

			Borrowing; Tees Valley Investment Fund (Devolution Deal)		
A19/A179 junction	Congestion due to capacity constraints at junction	Signalisation of A19 northbound exit slip road onto A179 and other capacity improvements	Funding secured as part of Upper Warren development – although improvement will exceed requirement from Upper Warren	Short term – scheme to be complete prior to occupation first dwelling at Upper Warren	Although a critical junction for both the strategic highway network and the local network by facilitating traffic flows in/out of the north of the Borough, the project will have only a low impact on the deliverability of Local Plan policies. Key Local Plan policies: LS1, INF1, INF2, HSG5, HSG5a
Access from Hartlepool to A19 at Elwick	Economic growth and associated housing development, in particular potential for major housing schemes on the western edge of Hartlepool Current safety and capacity issues associated with existing access on A19 at Elwick & Dalton Piercy	Grade separated junction on A19 at northern Elwick junction & associated closure of existing accesses Improvements to Elwick Road, including bypass to north of Elwick village	LGF3 bid submitted for bypass & grade separated junction (cost est. £18m) Developer contributions to repay LGF loan Other potential funding sources: Growing Places Fund; HCA Home	Strategic Outline Business Case July 2016; Feasibility design & costs July 2016 – March 2017; Modelling & appraisal Sept 2016 – March 2017; Outline Business Case March 2017 – Sept 2017; Full Business Case Sept	Critical – the scheme will support growth ambitions and provide a new strategic route for road traffic from Hartlepool to the A19. It will relieve pressure on the existing A179 and A689 routes from Hartlepool to the A19 and overcome safety concerns with regard to existing at-grade junctions. The project will provide direct benefits to the residents of Elwick village by significantly reducing through traffic, helping to make it a safer environment. The scheme will also provide direct benefits for existing and new residents in the western areas of Hartlepool and have indirect benefits for residents and businesses throughout Hartlepool through reduced traffic congestion and reduced journey times. The scheme will facilitate full development of the High Tunstall strategic housing site.

			Building Fund; Tees Valley Patient Capital Investment Fund; Prudential Borrowing; Tees Valley Investment Fund (Devolution Deal)	2017 – March 2018 Construction start Summer 2018 Completion Summer 2020	Key Local Plan policies: LS1, INF1, INF2, HSG5, HSG5a, HSG7
Other Strategic schemes					
Identified infrastructure need	Key issues	How the need will be addressed	Funding source(s)	Estimated Timescale	Risk to deliverability of Local Plan policy
South West Extension – junction of Southern Access Road & A689	To provide vehicular principal access to the development from the A689 Provision at the junction for pedestrians and cyclists	New junction to operate under traffic signal control, with SCOOT system to optimise capacity Footway/cycleway to be provided at junction which will join existing National Cycle Route 14	Developer contribution; section 278 agreement Developer contribution	Short term – determined by housing starts Short term	This junction is essential to serve the South West Extension (southern phases) Key Local Plan policies: HSG4
South West Extension – Northern Access Road from Brierton Lane	To provide vehicular access to northern phases of the SW Extension	New access road from Brierton Lane	Developer contribution	Short term – to be in place prior to occupation of first dwelling	Essential to serve South West Extension (northern phases) Key Local Plan policies: HSG4
Arterial link along western fringe of Hartlepool urban area between SW Extension and proposed development in the High	To improve traffic flows and increase access options for new development	An alignment for the route should be protected from development. Parts of the route could be incorporated as part of new developments	Developer contributions	Medium/Long term	This proposal is not essential to serve new housing developments but could become more critical in the longer term to reduce congestion and provide accessibility options.

Tunstall area					Key Local Plan policies: <i>HSG4, HSG5, HSG5a</i>
Tees Road/Brenda Road	<p>Improve capacity and traffic flows to/from key industrial areas of SE Hartlepool and Seal Sands/North Tees</p> <p>Potential construction of new nuclear power station</p>	Capacity improvements and potential widening – cross-boundary issue with Stockton BC	<p>Local funding such as LGF, Local Transport Plan (LTP)</p> <p>Developer contributions</p>	Long term	<p>The adopted 2006 Hartlepool Local Plan reserved a corridor along the B1277 Brenda Road and the section of the A178 between Brenda Road and the boundary with Stockton-on-Tees at Greatham Creek to allow for future upgrading. The Brenda Road area of south east Hartlepool will remain a key industrial and employment area throughout the plan period and the potential construction of a new nuclear power station could lead to increasing traffic flows. The A178 could also link to the proposed additional Tees Crossing depending on its location. Currently not critical to Local Plan delivery but this may change in the longer term particularly of a decision is made on a new nuclear power station.</p> <p>Key Local Plan policies: <i>LS1, INF2, EMP3, EMP4, EMP5</i></p>
Local schemes					
Identified infrastructure need	Key issues	How the need will be addressed	Funding source(s)	Estimated Timescale	Risk to deliverability of Local Plan policy
High Tunstall/Quarry Farm links and improvements	Traffic coming into the town from new development at High Tunstall and Quarry Farm	Potential solutions will be established by a traffic assessment	<p>Developer contributions</p> <p>LTP</p>	Short/medium term	<p>Development at High Tunstall/Quarry Farm will require adequate links into the existing road network to minimise congestion and maintain traffic flows.</p> <p>Key Local Plan policies: <i>HSG5, HSG5a</i></p>
Elwick Road/Park Road/Wooler Road	This junction, which is partly signalised, is currently operating in excess of practical capacity even without any	Options will be investigated to address both the existing and future capacity issues at this junction	<p>Developer contributions</p> <p>LTP</p>	Short term	<p>Development at High Tunstall/Quarry Farm will have a significant detrimental effect on the operation of this junction. The developer will need to provide an impact assessment and submit a scheme that will mitigate for traffic</p>

	further housing development in the High Tunstall area				generated by the development Key Local Plan Policies: HSG5, HSG5a
Hart Lane/Duke Street/Jesmond Road junction	This signalised junction will operate in excess of practical capacity with and without further development at High Tunstall and Quarry Farm	Options will be investigated to address both the existing and future capacity issues at this junction	Developer contributions LTP	Short term	Development at High Tunstall/Quarry Farm will have a significant detrimental effect on the operation of this junction. The developer will need to provide an impact assessment and submit a scheme to mitigate impact at this junction Key Local Plan policies: HSG5, HSG5a
Hart Lane/Serpentine Road junction	This signalised junction will operate in excess of practical capacity during the PM peak hour	An initial scheme has been designed involving widening and the provision on an additional lane on Hart Lane to the Tarnston Road junction	Developer contributions LTP	Short term – dependant on discussion with developer	An important improvement to address traffic issues arising from new development on the western edge of the urban area. Developers will need to provide an impact assessment and submit details to mitigate impact at this junction. Key Local Plan policies HSG5, HSG5a
Elwick Road/High Tunstall site access junction	To provide satisfactory access from the existing highway network into the High Tunstall site	Design details to be confirmed	Developer contributions	Short term	Essential to serve the High Tunstall development Key Local Plan Policies HSG5
Catcote Road/Brierton Lane junction	Improvement to staggered junction to cope with potential traffic increase to/from SW Extension	Standard crossroads and signalisation	Contribution as part of outline consent for 100 dwellings at Brierton Lane	Short term – to be in place prior to occupation of 300 th dwelling at the Brierton Lane end of the SW Extension.	An important improvement to provide an effective access into the northern part of the south west extension. If not improved congestion could become a significant problem at the junction. Key Local Plan policies: HSG4

Catcote Road/Oxford Road	Increased traffic at junction	Although likely to be operating within capacity at 2023, developer of SW Extension has offered to undertake works to increase capacity at junction including construction of traffic islands, carriageway realignment & widening of pedestrian crossing	Developer funded	Medium/long term	A desirable improvement that will help to ease congestion and facilitate pedestrian movements Key Local Plan policies: HSG4
A689/Brierton Lane	Increased traffic on existing junction from future housing development	Signalisation scheme and widening of Brierton Lane Also to include signal and pedestrian improvements at the nearby A689/Stockton Road junction	LTP	Short/medium term; to be implemented following completion of 600 th dwelling on SW Extension	Congestion could become a problem at this junction caused by increased traffic from the northern part of the south west extension Key Local Plan policies: HSG4
A689/A179 corridor	Improve traffic flows along length of key corridor, particularly through town centre	Junction/capacity improvements	Developer contributions LTP	Ongoing	Improvements to key junctions along the length of the corridor to ensure smooth flows of traffic through the town. Key Local Plan policies: LS1, INF2, RC2
A689/Oxford Street	Pressure on Stockton Rd link from Burn Valley roundabout to Burn Rd roundabout – likely to increase due to future housing and redevelopment schemes	Potential to increase capacity/signalisation	Developer contributions LTP Bus Network Improvement Scheme	Long term	This junction is a key access to the town centre and also into the Longhill and Sandgate industrial estate. Improvements will be important to minimise congestion and improve traffic flows. Key Local Plan policies: EMP3, RC2
Easington Road link road into Middle Warren	Identified during investigation into Falcon Rd congestion levels – may be exacerbated	New link from Easington Rd into Middle Warren	Developer contributions LTP	Long term	This is a desirable link which would have a number of positive benefits but is not critical to the delivery of Local Plan policies. Key Local Plan policies:

	through further housing developments				<i>HSG3</i>
A179 to A19	Traffic flows in the north of the Borough	Dual sections of single carriageway on A179 from Middle Warren access to A19	Developer contributions LTP	Long term	This is a desirable improvement that may be needed in the long term, towards the end of the plan period to improve traffic flows. Key Local Plan policies: <i>INF2, HSG3</i>

Bus Network

- 5.28 The Tees Valley wide Bus Network Improvement scheme (TVBNI) was designed to offer a step change in bus service provision and provide a real alternative to the private car on key corridors, to help support the economic and regeneration aspirations of the Tees Valley.
- 5.29 A number of core routes were identified as part of the TVBNI scheme. Core routes provide:
- Bus priority and infrastructure to alter the traffic balance in favour of buses ,and improve the punctuality and reliability of the service
 - Passenger facilities – improvements at bus stops such as new passenger shelters, information displays and CCTV
 - Network integration – promotion of cashless entry, and provision of high quality accessible information and real time journey information
 - Vehicles – newer, high quality vehicles
- 5.30 In Hartlepool the core routes are:
- High Tunstall – Town Centre – Seaton Carew, and on to Middlesbrough
 - Clavering – Town Centre – South Fens & Owton Manor
 - Headland – Town Centre – Owton Manor
 - Marina – Town Centre – Fens, and on to Billingham, Stockton-on-Tees and Middlesbrough
- 5.31 New facilities will continue to be offered as part of the TVBNI scheme, including the introduction of smartcards, more real time information on mobile phones, and further promotional activities.
- 5.32 The core routes have been designated to offer high quality services between major housing areas and the town centre, and to offer better opportunities to access key employment sites within Hartlepool and elsewhere in the Tees Valley.
- 5.33 As new housing schemes are developed through policies and allocations in the Local Plan, it will be important to ensure that new and/or extended bus services are provided at the appropriate time to serve the new developments. The Borough Council will do this through regular contact and exchange of information with the bus operators. In particular the Borough Council is a member of the TVBNI Project Board which also includes the other Tees Valley local authorities, Tees Valley Unlimited, and the three main bus operators. The Project Board reviews the scheme programme, costs, and risks at a high level, but each local authority is responsible for delivery of schemes within their Borough. In parallel a Voluntary Partnership Agreement has been developed to ensure robust and binding commitments – the first multi-authority, multi-operator agreement of its kind in England.

5.34 Further details of the Tees Valley Bus Network Improvement scheme, including costs and individual project details can be obtained through Tees Valley Unlimited¹⁷.

Rail Network

5.35 In terms of overall passenger journeys rail plays a small role compared to local journeys made by bus. However rail services through Hartlepool play an important role in:

- Offering a relatively fast local service south to Stockton and Middlesbrough, and north to Sunderland and Newcastle
- Providing opportunities through changing at Thornaby and Darlington, to access main line services to other parts of the UK
- Providing a direct service to York and London (currently 5 journeys per day on weekdays)

5.36 Rail priorities are discussed and coordinated by the Tees Valley Transport Infrastructure Group (TIG) on which all the Tees Valley local authorities are represented along with representatives from Network Rail and rail operators. Further details about key issues and investment programmes can be found in the Tees Valley Rail Progress Report¹⁸, but the key elements affecting Hartlepool include:

- Upgraded rolling stock for local rail services – to replace the life-expired “Pacer” fleet
- Local timetable and connectivity enhancements – local timetables are not necessarily reflective of current travel demands; connections between services are often not ideal and services do not always start early or run late enough
- Investment at Hartlepool station – delivering a refurbished roof and canopy, platform resurfacing, enhanced ticket office, new waiting areas, and improved customer information. Hartlepool has seen a 24% growth in patronage in the 4 years since completion of the improvements and demand levels are approaching 600,000 passenger journeys per year
- Improvements at Seaton Carew station have included new shelters, CCTV, a small car park and ramp and handrail upgrades. Over the last 4 years there has been a 65% increase in patronage.

5.37 Options for opening new stations will continue to be explored as part of the Tees Valley Rail initiative.

5.38 The provision of adequate capacity for future rail freight growth is important throughout the Tees Valley. Key freight elements that need to be retained in Hartlepool include:

¹⁷ See for example Tees Valley Bus Network Improvements: Project Briefing available via teesvalley-ca.gov.uk

¹⁸ Rail Report; Connect Tees Valley, 2015/16 – Quarter 3

- Rail link into Hartlepool Port – this could be used to support developments within the renewable energy sector as well as other freight to/from the port
- Rail link to the existing nuclear power station (Seaton Snook branch)
- Rail link into the steel plant and rolling mill at South Works (although this is clearly dependent on the future of the steel plant)

Footpath and Cycle Networks

- 5.39 A priority in both the Tees Valley Strategic Economic Plan and the Tees Valley Strategic Infrastructure Plan is to provide more sustainable transport opportunities, including new and improving the quality of existing, footpath and cycle routes between residential areas and employment sites, including town centres. For many people without access to a car an attractive and safe network of footpath and cycle routes can offer access to employment opportunities, as well as leisure and community facilities, and can have the added benefits of reducing congestion and carbon emissions.
- 5.40 At the Tees Valley level a bid has been made to Local Growth Fund (LGF)¹⁹ for a ‘Sustainable Access to Employment Package’. This includes physical enhancements to walking and cycling networks and targeted marketing to raise awareness and provide encouragement.
- 5.41 Hartlepool’s Rights of Way Improvement Plan (ROWIP)²⁰ is aligned with the current Local Plan and other relevant Council strategies. The aim of the ROWIP is “to maintain, develop and promote countryside access, through partnership working with landowners, users and the general public, to meet the needs of those who use or wish to use the local access network.”
- 5.42 A number of key walking and cycling schemes are identified in the current Local Transport Plan:
- Wynyard – improve pedestrian and cycle links in conjunction with Travel Plan measures
 - Greatham Link – improve access to employment sites such as the nuclear power station and Queen’s Meadow Business Park
 - Railway station – improve pedestrian and cycle links from the town centre, including pedestrian signage
 - Tourism – better signage around the Marina, particularly to Navigation Point and the Maritime Experience. Also need to investigate better links and interpretation with the RSPB reserve at Saltholme (within Stockton-on-Tees Borough) and other visitor sites between Seaton Carew and Saltholme
 - Golden Flatts – in association with the community woodland project, providing sustainable transport through the site, working with Sustrans
 - Town centre – address severance issues caused by the A689

¹⁹ Local Growth Fund Bid; Tees Valley Unlimited, April 2014

²⁰ Rights of Way Improvement Plan and Maps: Hartlepool Borough Council 2007

- 5.43 Running in parallel with these schemes will be other initiatives such as extending coverage of the cycle journey planning system, earning ‘credits’ for behavioural change, and keeping the Hartlepool Access map up to date.
- 5.44 The Borough Council places great store on ensuring that all parts of the urban area, including proposed development sites, are linked by safe and easily accessible green networks and rights of way to green space and the open countryside. Such green networks can also function as links between housing and employment areas, and shopping and leisure facilities. The Council’s Green Infrastructure Strategy²¹ identifies a number of aspirational, upgradeable, and established leisure routes to provide links both to green space and the open countryside and to locations such as key employment areas. The accompanying Green Infrastructure Action Plan²² provides further detail for specific areas of the Borough and notes that it will be important “to ensure that as part of new developments that occur in the town, thought is given to how open spaces, tree planting and walkways are integrated into the plans from the outset so that they link into the existing green infrastructure network.”

6. SPORTS AND LEISURE PROVISION

- 6.1 Health and wellbeing, together with culture and leisure, are high on the Borough Council’s agenda for its residents and visitors. Objectives in the Council’s Sustainable Community Strategy²³ include:
- Supporting the people of Hartlepool in choosing a healthy lifestyle
 - Improving equality of access to high quality local environments where public and community open spaces are clean, green and safe
 - Enriching individual lives, strengthening communities and improving places where people live through enjoyment of leisure, culture and sport
- 6.2 The Hartlepool Local Plan will play an important role in delivering these objectives through policies and allocations that can address under-provision and deficiencies, upgrade existing provision, and provide for new facilities where they are needed.

Outdoor Sports and Leisure Provision

- 6.3 The Council commissioned an ‘Open Space, Sport and Recreation Assessment’²⁴ in 2014 to inform the preparation of the Local Plan. The

²¹ Hartlepool Green Infrastructure: Supplementary Planning Document; Hartlepool Borough Council, February 2014

²² Hartlepool Green Infrastructure: Supplementary Planning Document – Action Plan; Hartlepool Borough Council, February 2014

²³ Hartlepool’s Ambition: The Sustainable Community Strategy for Hartlepool 2014 – 2020; Hartlepool Borough Council

²⁴ Open Space, Sport and Recreation Assessment: Ashley Godfrey Associates on behalf of Hartlepool Borough Council, December 2014

Assessment identified deficiencies and surpluses and sets locally derived open space and recreation provision standards, addressing accessibility, quality and quantity.

6.4 Standards and recommendations from the Assessment are summarised in the table below.

Type of facility	Quantity standard	Accessibility standard
Outdoor sports facilities	<p>Playing pitches (football, cricket, rugby) – 0.9 hectares per 1000 population</p> <p>Tennis courts – 0.02 hectares per 1000 population</p> <p>Bowling greens – 0.03 hectares per 1000 population</p>	<p>New facilities should focus development around existing club bases (and avoid the provision of dispersed pitches)</p> <p>Provision required for new housing development should be located off site, or in conjunction with the development of a new club or satellite club to an existing facility</p> <p>As a general rule residents should be able to access synthetic turf pitches within about 20 minutes drive time</p>
Allotments	<p>0.47 hectares per 1000 people and 26.1 plots per 1000 people. Emphasis to be given to increasing provision in the south and west of the town</p>	<p>50 or more plots – 1200m</p> <p>21 to 49 plots – 900m</p> <p>20 or fewer plots – 600m</p>
Play space	<p>0.65 hectares of playable space per 1000 children aged 16 and under</p> <p>At least 3 youth spaces specifically designed to accommodate the needs of teenagers, within each sub-area</p>	<p>A Doorstep Playable Space facility within 100m walking distance</p> <p>A Local Playable Space facility within 400m walking distance</p> <p>A Neighbourhood Playable Space facility within 1000m walking distance</p> <p>A Youth Space within 800m walking distance</p>

6.5 Playing pitches – the Assessment has concluded that a minimum of 75.82 hectares is required to meet baseline demand (0.78 ha per 1000 population). This minimum level will ensure that supply and demand are aligned for community use. When account is taken of the need to add in space for changing accommodation and parking, plus a strategic reserve to maintain the level of facilities, the overall standard for playing pitches equates to 0.9 hectare per 1000 population.

6.6 Within the baseline figure there are just enough football pitches to meet demand at peak times. There are small surpluses of adult football pitches and the amount of mini and junior pitches is also in balance with current demand. In the short term the number of football teams is likely to decline as the proportion of people in participating age groups decreases. In the longer term this will increase again as the population grows and the number of people in

the relevant age group increases. Taking population growth into account, current participation in football is a relatively good indicator of future demand.

- 6.7 For cricket there are sufficient pitches across the Borough to accommodate demand. In the short term the number of teams is expected to decline and although an increase is anticipated in the longer term the quantity of pitches is expected to be adequate. In terms of rugby, again there are sufficient pitches to meet peak time demand and with an ageing population the number of people playing rugby is expected to remain fairly static.
- 6.8 Additional playing pitches provided as part of strategic housing development to the south and west of the town should be concentrated together as a hub to facilitate effective use by clubs and organisations as well as the wider community.
- 6.9 Tennis courts – although surveys suggest some latent demand from people who would like to play tennis, the current provision of tennis courts in the Borough should be more than sufficient to meet this demand. While population growth will occur, the impact of an ageing population suggests that demand will remain fairly static.
- 6.10 Bowling greens – the quantity of facilities is below the (now withdrawn) Planning Policy Guidance note 17 study standard (2008) by 2 greens. Current participation is high and there is some latent demand but most clubs have capacity for additional members. Ageing population characteristics suggest participation is likely to grow in future years but it is a sport with little aggressive marketing.
- 6.11 Allotments – current overall provision in the Borough is 0.43 hectare per 1000 population (double the 1969 Thorpe Report recommended UK standard of 0.2 hectare per 1000 population). A quantity standard based on sites currently available of 0.43 hectare per 1000 population would maintain the existing situation. Information from the Council's allotment waiting list indicates unmet demand in the south and west of the town. Given local authority statutory responsibilities to provide allotments if they consider there is a demand, the proposed standard recommended in the Assessment of 0.47 hectare per 1000 population will seek to address current unmet demand. One potential option for meeting some of the unmet demand is to bring unused or abandoned allotments back into use.
- 6.12 Play space – the proposed standard of 0.65 hectare of play space per 1000 children aged 16 and under seeks to address an expressed need for additional play space, particularly in the Headland and northern parts of the town, and south of the town centre towards Owton Manor and the Fens.
- 6.13 To take into account the impact of new population growth on the demand for playing pitches and other facilities, and the location of this demand, contributions will be required towards pitch and outdoor sports provision from all new developments.

Indoor Sports and Leisure Provision

6.14 The Borough Council commissioned an updated Indoor Leisure Facility Strategy in 2013²⁵. This Strategy re-examined and re-tested the strategic direction for the Borough in regard to indoor facilities following an earlier strategy in 2007.

6.15 The Council's objectives for indoor sports and leisure facilities are to:

- Ensure that the quantity and geographical spread of the facilities is sufficient to meet current and future need;
- Ensure that the quality of facilities meets current and future need, and
- Support initiatives to increase participation linking into improved health and well-being

6.16 Key conclusions from the 2013 Strategy include:

- A significant number of facilities are life expired or close to life expiry and are therefore not sustainable in the long term. This applies in particular to school swimming pools;
- The existing Mill House leisure centre, located just to the north of the town centre, will reach the end of its useful life during the next 10 to 15 years. Mill House is the main public swimming and indoor sports facility for the Borough. The strategy recommends that a new leisure facility should be constructed to replace Mill House, and that ideally this should be done in a way that retains the swimming facilities in particular until the replacement facility is open;
- Newer facilities at the Headland and Brierton sports centres will play a key role in meeting current and future needs. Both provide gym and sports hall facilities;
- The most appropriate approach to replacing existing school pools is to provide swimming facilities (through the construction of a new pool) at the Brierton sports centre site;
- To provide a pool facility in the north west of the Borough the swimming pool at High Tunstall School should be retained. This will require either extensive refurbishment or the construction of a new replacement pool;
- Community use (dual use) of education based facilities is crucial for the additional opportunities they can provide for sport and recreation. Ongoing redevelopment and/or refurbishment of school/college sports halls should continue, but further investment may be needed to provide separate entrances/reception area etc for public use;
- The current provision of sports halls is well over that required although programmes of use indicate that actual demand may be above the minimum levels, and
- Belle Vue Community, Sports and Youth Centre is an important facility for the town. This facility is operated by a charitable trust but does not

²⁵ Indoor Leisure Facility Strategy; EAG Consultancy Services on behalf of Hartlepool Borough Council, 2013

meet the criteria for inclusion in Sport England's Facilities Planning Model (see paragraph 6.17 below).

- 6.17 The evidence based needs assessment of the 2013 Strategy has been undertaken using Sport England's Facilities Planning Model (FPM). The FPM helps to assess strategic provision of the more major community sports facilities (swimming pools, sports halls etc). The model can help:
- Assess requirements for different types of community sports facilities
 - Determine an adequate level of sports facility provision for local authorities to meet their local needs
 - Test the impact of opening/relocating/closing facilities
 - Test the impact of population changes on the need for sports facilities
- 6.18 Use of the Facilities Planning Model and the comprehensive evidence base provided by the 2013 Strategy means that the Borough Council is in a good position to make the best use of funds/grants available for indoor sports provision, particularly from Sport England.
- 6.19 The Strategy has taken into account likely changes in population (including projected changes in the population profile) in evaluating demand for facilities. This includes consideration of broad locations of new housing development over the Local Plan period.
- 6.20 While overall the population is expected to increase over the plan period, the number of people within the age range that traditionally play sport (10 – 44) is likely to decline, particularly in the short term. In the longer term there is expected to be only a small increase in the number of people in this age range. Overall current participation is reflective of peak time demand for facilities and that demand is not expected to increase significantly as a direct result of population growth.
- 6.21 Priorities for indoor sport and leisure provision over the Local Plan period therefore are:
- Replacement of the existing but near life-expired swimming and sports facilities at the Mill House Leisure Centre with comparable facilities either on the Mill House site or another town centre/fringe town centre site. This will ensure that the main public sports/leisure facility remains in a sustainable location, easily accessible to most of the Borough's residents;
 - An ongoing programme of refurbishment of facilities on education sites in conjunction with increased levels of community use;
 - Provision of a new swimming pool at Brierton Sports Centre. This will serve as a replacement for life-expired facilities at a number of school sites and, through community use agreements, for access by existing and new residents in the south and west of the town, and
 - Refurbishment of the existing, or construction of a new, swimming pool on the High Tunstall school site, which will also be able to serve residents in the north west of the town.

7. GREEN INFRASTRUCTURE

7.1 Green infrastructure can provide many benefits and should be regarded as ‘critical’ infrastructure in the same way as roads and services such as electricity, gas and water. Many of these benefits are shown in the table below.

Climate change adaptation and mitigation	<ul style="list-style-type: none"> • Trees provide benefits for local climate control, including cooling and sheltering • Green space in towns is effective in reducing surface temperatures • Green roofs offer potential for urban cooling
Flood alleviation and water management	<ul style="list-style-type: none"> • Plants process rainwater through interception, evaporation and transpiration • Green space allows natural filtration of surface water • Sustainable Drainage Systems (SuDS) include elements of green infrastructure – culverts, ponds, ditches and swales • Wetlands can store water and provide a buffer against flooding • Woodland can help regulate watersheds, reducing river flow speeds, the frequency and severity of flooding and soil erosion
Place and communities	<p>Green infrastructure is a key component of quality of place, alongside factors such as transport links, range and mix of housing, services and amenities. Elements include:</p> <ul style="list-style-type: none"> • Amenity green space • Civic squares and spaces • Community gardens and urban farms • Parks and public gardens • Community woodland
Health and wellbeing	<ul style="list-style-type: none"> • Providing opportunities for exercise • Helping to reduce stress levels and improving mental health • Contributing to better air quality, leading to reduced incidence of respiratory illness <p>A further benefit can be fewer days lost in sickness leading to increased labour productivity</p>
Economic growth and investment	<p>High environmental quality can be an important factor for some businesses. Green infrastructure can improve the quality and image of an area or site – leading to new investment and employment</p>
Tourism	<p>Green infrastructure can help an area maintain its existing tourism economy and attract new visitors</p>
Recreation and leisure	<p>Green infrastructure can enhance access to natural green space and provide more opportunities for various forms of formal and informal. Examples include walking, fishing, bird watching, cycling, horse riding and water sports</p>
Biodiversity	<ul style="list-style-type: none"> • Green space in towns provides habitat and migration routes, making the urban area more permeable • Designated sites such as local wildlife sites and nature reserves are recognised as having high biodiversity value

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7.2 The Borough Council has produced a Green Infrastructure Supplementary Planning Document²⁶ which provides a strategy for the development of green infrastructure in Hartlepool by assessing current provision, looking at areas which can be improved and how gaps in provision can be addressed. The accompanying Action Plan²⁷ identifies a number of key projects to support existing and future developments in the Borough:

- Key access route (pedestrian/cycle route) between Sappers Corner to the south west of the town and Wynyard – this will improve access to the countryside and potentially open up employment opportunities at Wynyard for those without a car
- North Linear Park concept, including the Middle Warren green wedge, a master plan for Clavering Park, and improvements to Central Park to provide a multi-functional green space between the Headland and north Hartlepool
- North Cemetery – a key open space site in an area of dense terraced housing with few attractive open spaces
- Burn Valley green wedge – a key link from central Hartlepool out into the countryside
- Golden Flatts – a green corridor between housing and industrial areas in south Hartlepool. A master plan for the area has been prepared
- Improvements to Seaton Park, with a master plan guiding future developments

7.3 The Hartlepool Local Plan contains proposals for strategic housing sites on the west and south west edges of the urban area. Green infrastructure will need to be planned as an integral part of this new development, and any master plan or development brief for the area will need to include the following elements:

- A new green wedge running along Greatham Beck from the south east to the north west. This will help to maintain some areas of existing valuable habitats and has the potential for linking south into the strategic wildlife corridor along Greatham Creek.
- A new green wedge within the proposed High Tunstall housing development
- Links with existing green infrastructure, particularly the green wedges through Owton Manor and Burn Valley, Summerhill Country Park, and leisure routes both into the existing built up area and out to the open countryside
- Use of sustainable drainage systems (SuDS) and inclusion of elements such as ponds and culverts as part of the green infrastructure
- Integrating formal and informal recreation and leisure space as part of the green infrastructure network

²⁶ Hartlepool Green Infrastructure: Supplementary Planning Document; Hartlepool Borough Council, February 2014

²⁷ Hartlepool Green Infrastructure: Supplementary Planning Document – Action Plan; Hartlepool Borough Council, February 2014

- Provision of new and/or upgraded routes/greenways
- Creating a soft 'green' edge to the new development so that it merges well with the adjacent countryside

7.4 The recent Open Space, Sport and Recreation Assessment²⁸ also recommended quantity and accessibility standards for a number of key elements of green infrastructure:

Type of facility	Quantity standard	Accessibility standard
Parks and gardens	0.7 hectares per 1000 population Emphasis to be given to increasing provision in the North Central sub-area	Community Park – 1km Local Park – 700m Satellite Park – up to 400m Linear Park – wherever achievable
Natural and semi-natural green space	Provision should be made for 3.45 hectares of accessible natural or semi-natural green space per 1000 population. Where the level of provision is exceeded existing natural or semi-natural green space should be retained	The recommended accessibility standard is that everyone, wherever they live, should have an accessible natural or semi-natural green space within 1km walking distance of home
Amenity green space	1 hectare per 1000 people Current provision is 0.78 hectare per 1000, although there has been loss of this type of space over the last few years. The quantity standard seeks to redress this and reflects views that more useable space is needed	At least one amenity green space of at least 0.1 hectare within 400m of residents homes
Churchyards and cemeteries	Provision of around 115 – 120 grave spaces per annum	None

7.5 Parks and Gardens – overall current provision in Hartlepool is 0.7 hectare per 1000 population. The Assessment has recommended that this standard is retained but further provision be made in the North Central sub-area.

7.6 Natural and semi-natural green space – the Assessment suggests a supply led approach to natural green space. User surveys indicate that most residents consider that the amount of natural/semi-natural green space in Hartlepool to be about right. Current provision in Hartlepool is 0.2 hectare of accessible natural green space per 1000 population. However provision is concentrated in the Southern sub-area where there is currently over 12 hectares per 1000, although this is largely accounted for by Seaton Dunes. Due to the spatial distribution of existing natural green space, the Assessment recommends that existing space in the Southern sub-area is retained and protected, and the standard for the remaining sub-areas is set at 0.4 hectare per 1000.

²⁸ Open Space, Sport & Recreation Assessment; Ashley Godfrey Associates on behalf of Hartlepool Borough Council, December 2014

7.7 Amenity green space – The quantity standard of 1 hectare per 1000 recommended in the Assessment is set to encourage the creation of more amenity space across the Borough.

8. COASTAL AND FLOOD DEFENCES

8.1 The National Planning Policy Framework (NPPF)²⁹ states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local plans should therefore be supported by a Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking advice from relevant bodies and organisations. The NPPF also states that local plans should include strategic priorities for the provision of infrastructure for flood risk.

8.2 A number of organisations have differing responsibilities for managing flood risk in England:

- At a national level central government through Defra, develops Flood and Coastal Erosion Risk Management (FCERM) policy and is the lead for flood and coastal risk management in England
- Also with a national role, the Environment Agency has a strategic overview of all sources of flooding and coastal erosion. It is also responsible for flood and coastal erosion risk management activities on main rivers and the coast
- At a local level Lead Local Flood Authorities (LLFAs) are required to:
 - prepare and maintain a strategy for local flood risk management in their areas, coordinating views and activity with other local bodies and communities through public consultation and scrutiny, and delivery planning
 - maintain a register of assets – these are physical features that have a significant effect on flooding
 - investigate significant local flooding incidents and publish the results of the investigations
 - establish approval bodies for design, building and operation of Sustainable Drainage Systems (SuDS)
 - issue consents for altering, removing or replacing certain structures or features on ordinary watercourses
 - play a lead role in emergency planning and recovery after a flood
- Water and sewerage companies manage the risk of flooding to water supply and sewerage facilities. Water and sewerage companies also need to ensure that their systems have the appropriate level of resilience to flooding; provide advice to LLFAs on how water and sewerage assets impact on local flood risk; work with developers, landowners and LLFAs to understand and manage risks, and work with

²⁹ National Planning Policy Framework; Department of Communities & Local Government, March 2012

the Environment Agency and LLFAs to coordinate the management of water supply and sewerage systems with other flood risk management work

- 8.3 In Hartlepool the Borough Council is the Lead Local Flood Authority (LLFA). As a LLFA the Borough Council works in close partnership with the Environment Agency to ensure that plans and strategies on both sides link up. The Council also liaises closely the local community to raise awareness of flood and coastal erosion risks.
- 8.4 In January 2016 the Borough Council issued a draft Local Flood Risk Management Strategy (LFRMS) for public consultation³⁰. The LFRMS provides an overview of flood risk in Hartlepool and identifies those areas within the Borough at highest risk. An Action Plan is included within the LFRMS to address the areas at risk.
- 8.5 The LFRMS includes an assessment of risks from all sources of flooding, including 'local sources' surface water (overland runoff), groundwater and ordinary watercourses. The Strategy also includes the work and responsibilities of others such as the Environment Agency on main rivers, and the Water Companies in relation to the drainage and sewer network. This approach is consistent with Defra's Partnership funding policy for investment in flood risk management solutions.

Coastal works

- 8.6 The Environment Agency is responsible for the management of coastal erosion and tidal flooding. A number of assessments and strategies on the coast of Hartlepool have been completed to date or are underway. These include the Shoreline Management Plan 2³¹ and the Coastal Strategies which identify that the rate of erosion is likely to increase with sea level rise.
- 8.7 Key coastal defence works in Hartlepool include:

Town Wall coastal flooding scheme at the Headland – this scheme is nearing completion (as at April 2016) It comprises the construction of a low level wall set back from the existing sea wall, to reduce flood risk posed by waves which overtop the existing wall. The work also includes replacement and reinforcement of the seaward toe of the existing wall to maintain wall stability, and reconstruction of the groynes. The works will protect some 220 houses and are entirely funded by the Environment Agency from its Flood Defence Grant in Aid budget.

Hartlepool Headland Structures – this work is ongoing to provide hard defences around the Headland (from Marine Drive in the north to the Pilot/Old Pier in the south, including Heugh Breakwater). It is being funded jointly by

³⁰ Hartlepool Draft Local Flood Risk Management Strategy; JBA Consulting on behalf of Hartlepool Borough Council, January 2016

³¹ Shoreline Management Plan 2: River Tyne to Flamborough Head; North East Coastal Authorities Group, 2007 (Bretton: Royal Haskoning)

the Environment Agency and the Borough Council under the partnership funding and investment regime. Over 500 houses on the Headland will be protected from coastal erosion over the next 100 years.

North Pier – the North Pier protects the Marina and failure or loss will clearly have a major impact on a key economic and leisure asset of the Borough. A business case is to be submitted to the Environment Agency for a £3.6m programme of works over a 6 year period. As part of the partnership funding regime contributions will be sought from businesses and other key stakeholders

Seaton Carew Coastal Strategy Study – this Strategy has been adopted by the Borough Council and sets out measures that need to be carried out in time scales ranging from the next five years up to 100 years ahead. The Strategy forms the basis of the strategic management of the coast including protection from erosion and flooding. It also has an impact on the way in which the natural and historic environment is managed.

North Gare Breakwater – the Borough Council is undertaking a joint study with PD Ports to upgrade the breakwater. Funding is provisionally set aside for 2019 subject to satisfactory preparation of a business case.

9. UTILITY SERVICES

Electricity provision

- 9.1 The high voltage network (400,000 and 275,000 volts) is owned and operated by National Grid, while separate regional companies own and operate the distribution networks at 132,000 volts and below. In Hartlepool, as in the rest of the Tees Valley, electricity distribution is undertaken by Northern Powergrid (North East) Ltd.
- 9.2 Northern Powergrid has provided information to inform the preparation of the Local Infrastructure Plan, and a joint Tees Valley meeting was held in July 2015³². Over the next 8 years to 2023 Northern Powergrid has planned investments to the value of some £116m taking place in the Teesside sub-region. These include overhead line and cable reinforcements and replacements, smart grid enabling, and reducing flood risk to key assets.
- 9.3 The Northern Powergrid website provides an online investment map showing current and planned projects. A summary of investments taking place in Hartlepool is shown below.

Location	Works	Timescale
Hartmoor substation	Flood defences to protect the site from surface water flooding. Connected customers – 54,347	2015

³² The meeting was co-ordinated by Tees Valley Unlimited/Local Enterprise Partnership with representatives from Northern Powergrid and the five Tees Valley local authorities

Location	Works	Timescale
Hartmoor to Peterlee West overhead line (OHL)	Conditions suggest elements of the 66kV OHL are in need of work – refurbishment will take place as necessary. Connected customers – 3,974	2017 - 2022
Brenda Road Trading Estate substation	Asset replacement – two 66 to 11kV transformers to be replaced. Connected customers – 18,782	2017 - 2019
Hartlepool Steel substation	Asset replacement – three 66kV circuit breakers to be replaced. This substation only serves the steel plant	2016
Hartmoor to Fishburn OHL	66kV OHL in need of refurbishment. Connected customers – 14,215	2016
Greatham OHL	132kV OHL to be refurbished. Connected customers – 1,381	2017
Greatham substation	Flood defences to protect the site from surface water flooding. Connected customers – 1,381	2015

Source: www.northernpowergrid.com/investments-in-your-area

- 9.4 The same website also includes generation availability maps that provide information on the capability of the networks to connect larger scale developments to the major substations. Overall most of the Hartlepool Borough area is free from significant constraints (www.northernpowergrid.com/page/generation_availability_map.cfm).
- 9.5 At the July 2015 meeting with Northern Powergrid it was confirmed that:
- Planned reinforcement and refurbishment projects will address the need for more capacity; however works cannot be undertaken in advance of a proven need
 - While Northern Powergrid is keen to gain an understanding of key development sites it is restricted by OFGEM and central government from including such sites/locations in its future capacity or investment plans; investment can only be put in place when Northern Powergrid receive applications from a developer or local authority
 - OFGEM and central government are encouraging all power distribution companies to use existing assets more smartly and only invest in new assets when there is clear evidence of demand
 - Load growth is not projected except in larger industrial areas
 - Outline estimates of costs for moving existing assets or supplying certain new sites with new lines etc can be provided by Northern Powergrid; this could help local authorities with master planning exercises on particular sites
 - As a general rule there are normally no capacity issues when extending existing urban areas on to adjacent green field sites; main issues tend to be with previously developed land or more remote rural areas
 - There are generally few capacity issues affecting the key industrial areas, although Northern Powergrid is seeking a closer working

relationship with larger companies. This is an area of work that could be facilitated by the Tees Valley Local Enterprise Partnership

- In Hartlepool the majority of new housing development over the Local Plan period will take place on greenfield sites at the edge of the urban area. Northern Powergrid do not anticipate any supply or capacity issues associated with these proposals.

Gas provision

- 9.6 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. It has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.
- 9.7 National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of the local distribution network are normally the result of overall demand growth in a region or sub-region rather than site specific developments. Northern Gas Networks (NGN) owns and operates the local gas network in the Hartlepool area.
- 9.8 The Local Enterprise Partnership, Tees Valley Unlimited, facilitated a meeting between Northern Gas Networks and the 5 Tees Valley local authorities in December 2015. The main purpose of the meeting was to establish contacts and determine at a broad level whether there are likely to be any significant issues associated with supplying gas to key development sites. The main points with respect to Hartlepool were:
- Northern Gas Networks are unable to share data on infrastructure in the Tees Valley, but confirmed that in Hartlepool capacity is unlikely to be an issue for any of the proposed strategic housing sites
 - The cost of a connection to a particular development site can be an issue; cost is largely determined by distance from the network, whether it needs to cross major infrastructure such as a railway line or major road, and the particular use of the land being crossed. NGN is normally able to respond to requests from local authorities on the cost of a connection to a particular planned site
 - Large developments – those requiring a 7 bar and above mains connection (bar being a metric unit of pressure) – are normally dealt with through NGN's Major Projects Team
 - Where there are existing assets on a site NGN is able to install protection slabs or, if this is not practical, the asset can be moved
 - NGN has been operating a pipeline replacement programme (RepEx) throughout its network for the last 16 years. This programme has another 15 years to run and is replacing an average 480km of pipeline per year across the region. Replacement infrastructure will be capable of accommodating hydrogen – see below
 - NGN is part of a UK wide initiative for decarbonising gas through the use of hydrogen. Hydrogen has no associated CO² emissions and the Tees Valley could be ideally placed for a rollout given the presence of former brine cavities in the North Tees area which could be used for

hydrogen storage. (NGN is looking to develop a pilot project in Leeds, and then potentially rolling out in the Humberside area and then the Tees Valley

9.9 The process for developers obtaining a gas connection to a new development is set out on Northern Gas Network’s website (www.northerngasnetwork.co.uk/your-connections/), but essentially the procedure is:

- Developers submit an application form
- NGN allocates a dedicated design representative to confirm all the information required
- Following a meeting with a site surveyor NGN provides a quote for a connection
- Once the quote is accepted NGN agrees with the developer a timetable to start and finish the work

Water Supply

9.10 Hartlepool Water (which is part of the wider Anglian Water Group of Companies) is responsible for the provision of water supply throughout most of Hartlepool. Water originates from a number of underground sources and is distributed via an infrastructure that includes 18 boreholes and some 650 km of mains pipes, which are connected to a treatment works and storage tanks near Dalton Piercy.

9.11 Hartlepool Water provided valuable input to the update of the Strategic Housing Land Availability Assessment (SHLAA)³³, and has provided an update to this 2014 information for key housing and employment sites included at the Preferred Option stage. These are summarised in the following tables.

Housing sites – Greenfield

Site	Water supply comments
Nine Acres, Hart	No available capacity in existing local mains; offsite reinforcement required, including pumping
Glebe Farm East, Hart	No available capacity in existing local mains; offsite reinforcement required, including pumping
Potters Farm/North Farm, Elwick	Capacity available but some offsite works required; access to North Farm required through Potters Farm
High Tunstall	Infrastructure reinforcement required; major diversion works required for East of Naisberry Farm
South West Extension	Infrastructure reinforcement required; offsite works and major diversion works required
Wynyard Park	Infrastructure reinforcement required
Quarry Farm 2	Infrastructure reinforcement required and major diversion works required; supply to be taken from Elwick Road

Housing sites – Urban

Site	Water supply comments
South of John Howe Gardens	Capacity available but some offsite works required

³³ Strategic Housing Land Availability Assessment; Hartlepool Borough Council, December 2014

Carr/Hopp Streets	Capacity available but some offsite works required
Briarfields	Capacity available in local mains; contribution required to upsized main required; site investigation report to UKWIR* standard required
Coronation Drive	Infrastructure reinforcement required; site investigation report UKWIR* standard required

*UK Water Industry Research

Employment areas

Site	Water supply comments
Queen's Meadow Business Park	Capacity available
Oakesway Industrial Estate	Capacity available
Longhill/Sandgate	Some capacity (may need offsite reinforcement)
Park View West	Capacity available
Sovereign Park	Capacity available
Brenda Road	Capacity available
Tofts Farm East/Hunter House	Capacity available
Hartlepool Port	Some capacity (may need offsite reinforcement)
North Graythorp	Some capacity (may need offsite reinforcement)

9.12 The normal procedure for developers wishing to connect a development to the water supply is to submit an application. Hartlepool Water will then provide:

- Confirmation of available supply to the site
- A quotation for undertaking the necessary work
- Details of any Hartlepool Water apparatus showing mains in the vicinity of the site
- Details of any water assets within or close to the site boundary, including any easement or diversionary work required
- Details of any reinforcement works required to supply the site

9.13 More generally Hartlepool Water will continue to invest in new pipes, onsite generators and flood protection works for all its key sites. The company will also plan for and support the development of a new nuclear power station should the government may a decision to proceed with the scheme. Hartlepool Water has also recently completed a major (£4m) project at the Dalton Piercy water treatment works. This included the installation of a new ultra-violet disinfection system, new pumping station and other improvements essential to delivering high quality water to the community.

9.14 Hartlepool Water is also monitoring and making provision for the impacts of extreme natural and man-made hazards including flood, drought, fire or power disruptions to minimise risk to water supplies.

Foul and Surface Water Management

9.15 Northumbrian Water Limited (NWL) is responsible for the systems and infrastructure to deal with foul and surface water in Hartlepool. The urban parts of Hartlepool are served mainly by combined sewerage systems dealing with foul and surface water drainage in the same pipes. Combined sewers are now longer being used in new developments as they can result in serious pollution problems due to combined sewer overflows caused by larger variations between dry and wet weather. A separate system is generally more

sustainable and can lead to reduced installation and running costs of treatment plants.

- 9.16 NWL provided a valuable input to the 2014 Strategic Housing Land Availability Assessment (SHLAA) and has updated this information for the Local Infrastructure Plan. Information is summarised in the table below.

Housing sites - Greenfield

Site	NWL Asset	Foul water	Surface water
Nine Acres, Hart	Public sewer crosses site – NWL will require it to be diverted or placed within a suitable easement	New infrastructure required	Assumed connection point: watercourse
Glebe Farm East, Hart	No conflict	Connection from Hart village	Assumed connection point: watercourse
Potters Farm/North Farm, Elwick	No conflict	Connections from Elwick village	Potters Farm – nearby connection point North Farm – connection point at Char Beck
High Tunstall	No conflict	New infrastructure required. Possible connection from West Park	Assumed connection point: watercourse
South West Extension	Public sewer crosses site – NWL will require it to be diverted or placed within a suitable easement	Existing sewer at west edge of site, although size of site will require its own infrastructure	Assumed connection point: watercourse
Wynyard Park	No conflict	Existing connection point	Assumed connection point: watercourse
Quarry Farm 2	No conflict	Likely to link into existing adjacent networks but may require additional on site works	To culverted watercourse

Housing sites – Urban

Site	NWL Asset	Foul water	Surface water
South of John Howe Gardens	Public sewer crosses site – NWL will require it to be diverted or placed within a suitable easement	Should be possible to upgrade existing infrastructure	To existing connection point
Carr/Hopp Streets	Public sewer crosses site – NWL will require it to be diverted or placed within a suitable easement	Existing sewer on site	
Briarfields	No conflict	From adjacent areas or existing	
Coronation Drive	Public sewer crosses	Connection from	Connection point:

Site	NWL Asset	Foul water	Surface water
	<p>site – NWL will require it to be diverted or placed within a suitable easement.</p> <p>The site is near to a sewage pumping station; therefore in accordance with 'Sewers for Adoption (7th ed)' habitable buildings should be no closer than 15m to the pumping station</p>	residential area to south at Warrior Drive	sea/watercourse

- 9.17 On all new housing sites there is a requirement to incorporate sustainable drainage systems (SuDs). The Borough Council is a SuDs approval body and is currently considering the best approach towards adoption and maintenance of SuDs features, including any associated underground pipe work etc. The Council, in collaboration with the other Tees Valley local authorities, has recently developed a set of Local Standards for Sustainable Drainage³⁴. These standards were adopted in November 2015 and will help to promote a consistent use and development of Sustainable Drainage Systems across the Borough.

Communications Infrastructure

- 9.18 The National Planning Policy Framework³⁵ makes it clear that high quality communications infrastructure, which includes high speed broadband, is essential for sustainable economic growth and for enhancing the provision of local community facilities and services. Local Plan policies should therefore support the expansion of electronic communications networks, and the local authority has a wider role in supporting the roll out of superfast broadband to existing and proposed developments.
- 9.19 Broadband suppliers do not invest in some areas and communities where it is likely to take a long time for them to achieve a financial return on their investment. This means that most residential/suburban areas are provided with high speed broadband on a commercial basis, whereas industrial areas, business parks, and rural areas are not. European Union State Aid rules mean that public funding can only be used to upgrade broadband in areas where commercial network providers have no plans to do so.
- 9.20 Traditional or basic broadband (known as ADSL) is delivered through copper telephone wires; high speed broadband used fibre optic cable to link between the customer and the exchange. Fibre broadband can be delivered in two ways:

³⁴ Tees Valley Local Authorities – Local Standards for Sustainable Drainage, 2015

³⁵ National Planning Policy Framework, section 5; Department for Communities and Local Government, March 2012

- Fibre to the cabinet (FTTC) where fibre optic cable is used from the exchange to a street cabinet, then a copper line is used to homes and businesses, and
- Fibre to the premises (FTTP) where fibre optic cable is used from the exchange direct to the door. This provides faster download and upload speeds compared to FTTC, but is more expensive to provide.

9.21 In Hartlepool Borough the main residential areas within and on the edge of the town are either already served with a high speed broadband network or will be provided with a network in the short term (potentially within the next 12 to 24 months). The main gaps are industrial estates and business parks, the town centre, and the villages and rural parts of the Borough.

9.22 To address the gaps in high speed broadband Hartlepool Borough Council, along with the other Tees Valley local authorities, is a partner in the 'Digital Durham' initiative. Led by Durham County Council, and also involving Gateshead Council and Sunderland City Council, the Digital Durham programme is a £25m initiative to improve broadband speeds for residents and businesses across County Durham, Gateshead, Sunderland, and the Tees Valley. Funding for Digital Durham has come through Broadband Delivery UK (BDUK) which was set up by central government to deliver the broadband agenda. The government's UK target is for 95% of all premises to have access to superfast broadband by December 2017. Through participation in the Digital Durham programme, coupled with other initiatives referred to in the following paragraphs, Hartlepool will meet and exceed the government target. The majority of the Digital Durham programme will be delivered as FTTC.

9.23 Examples of specific schemes in Hartlepool include:

- A new fibre optic cabinet to serve Queen's Meadow Business Park which was operational by June/July 2015, and
- A cabinet to serve Greatham village which is likely to be in operation during 2016.

9.24 The latter scheme has been funded through the Rural Community Broadband Fund (RCBF). The RCBF is a collaborative application between Durham County Council and the Tees Valley local authorities which was confirmed as successful in March 2014. The fund, in excess of £1m, will be used to improve broadband across rural parts of Tees Valley and County Durham.

9.25 Hartlepool is also part of a wider Tees Valley ERDF (European Regional Development Fund) bid to match fund unallocated BDUK monies to fill any remaining gaps of superfast broadband coverage on business parks.

9.26- On 1st April 2015 the Tees Valley local authorities, along with Tees Valley Local Enterprise Partnership, launched a free voucher scheme to help small and medium sized companies (SMEs) improve their communications through better broadband links. This initiative follows the Tees Valley being

designated a broadband connection voucher scheme area by the government (and is part of the national 'SuperFast Britain' campaign).

- 9.0 Eligible SMEs across the Tees Valley can apply for a free voucher, worth up to £3,000 towards the fixed cost of installing the next generation of broadband services. Full details of the free voucher scheme can be found on the Tees Valley Business Compass website³⁶.

10. HEALTH SERVICES

- 10.1 The local NHS Trust (Tees, Esk and Wear Valley NHS Trust), together with the North Tees and Hartlepool NHS Foundation Trust, have been strategically planning investment within the health system in the Hartlepool area. Under the 'Momentum: pathways to healthcare' programme published in 2008, the strategy in Hartlepool, Stockton-on-Tees, and parts of County Durham is to provide health facilities as close to home as possible, with only services which need to be provided in hospital taking place there. The strategy looks at a network of facilities located where care can be provided through a home visit, at health centres, at an integrated care centre, community hubs, and in hospitals.

- 10.2 Working within the ethos of the 'Putting People First' programme³⁷ the health care sector in Hartlepool will seek to provide:

- Personal budgets for those who receive funded care
- Reward schemes for high quality care home, home care and day services
- Increased support for older peoples' health and wellbeing
- Improved community services

- 10.3 The 'Momentum: pathways to healthcare' programme identified facilities that would be delivered within the Hartlepool area as follows:

- Enhanced provision of services within people's homes
- Enhanced GP and health centre services within easy access to the local population
- The establishment of integrated Health Care Centres in central locations, an example being the facility on Park Road. Such centres will contain a variety of services, based on the needs of the local population. Centres are expected to include minor surgical facilities, diagnostics, and consultant-led out-patient care. They also provide an opportunity for some health, community and social care provision under one roof
- A proposed new hospital to serve Hartlepool, Stockton-on-Tees, and parts of Easington and Sedgefield (County Durham).

- 10.4 The proposed new hospital, which was to be located on part of Wynyard Business Park, received planning permission in 2010. However government

³⁶ www.teesbusinesscompass.co.uk

³⁷ Putting people first: a shared vision and commitment to the transformation of adult social care; Department of Health, December 2007

funding was subsequently withdrawn and this has left the Trust in the position of having to look at the potential for scaling back the proposed plan to reduce costs and identify alternative funding sources. However, while delivery mechanisms are still being investigated for a new hospital, it is currently anticipated that the existing University Hospital of Hartlepool will remain open, providing a valuable facility for the local community.

- 10.5 A wide range of health care facilities are available within Hartlepool including:
- A 'One Life' Centre on Park Road
 - A GP-led health centre on Victoria Road
 - Eighteen other surgeries/medical centres across Hartlepool providing a wide range of services
 - Eleven dental practices
 - Twenty pharmacies
 - Nine opticians
 - A range of other more specialist facilities currently run by the NHS Trust
- 10.6 A pioneering scheme to provide a wide range of health and social care services to Hartlepool residents has been piloted in parts of the Borough and is expected to be rolled out across the Borough. Connecting Communities (formerly Connected Care) will work alongside the social enterprise body 'Who Cares (North East)' to deliver a range of support services. These will include a Benefits and Welfare Advice Service, a Time Bank where people can share their skills, a 'Handyperson' repair service, and the Supporting Access to Independent Living Services (SAILS) which provides a range of practical services to assist people who have disabilities or who are vulnerable to living safely in their own homes.
- 10.7 A range of other assistance is also available including help with meals, shopping, tidying gardens, dog walking, home visits and a call back/checking service. In previous winters Connecting Communities has cleared paths/driveways to reduce the risk of people falling on ice and snow.
- 10.8 Several independent evaluations of Connecting Communities, including a major review by Durham University, have all been positive and feedback from users of the service has been excellent. Connecting Communities was funded by the Department of Health as a pilot project involving partners including Hartlepool Borough Council, the NHS Trust, the Clinical Commissioning Group (CCG), and Housing Hartlepool/Thirteen Group (a locally registered social housing provider). Work is currently underway with the London School of Economics to complete a cost-benefit exercise in respect of the financial efficiencies that Connecting Communities can achieve for a whole range of organisations through its early intervention practices. It is expected that funding will be secured to continue this project in the future across the whole of Hartlepool.
- 10.9 As further growth takes place over the local plan period it is likely that further health care provision will be required in areas of significant new housing development. In particular development in the south west extension is likely

to require new health care facilities as part of the local centre within the development. This will ensure that current services do not become stretched as a result of pressure from new housing development.

11. EDUCATION PROVISION

- 11.1 Hartlepool Borough Council has a statutory duty to ensure sufficient school places for children and young people living in the Borough. Education provision needs to respond in an effective and timely manner to changing circumstances, including household growth and the changing age structure of population and households. Outdated school buildings need to be modernised and temporary classrooms may need to be provided to meet increasing numbers of pupils. Hartlepool Borough currently has 30 primary schools, 5 secondary schools, 2 alternative provision schools, and a Pupil Referral Unit.
- 11.2 The Government has established the Priority School Building Programme (PSBP) which is a centrally managed programme to address the needs of schools requiring urgent repair. There are 3 schools in Hartlepool that have been accepted on to the PSBP Phase 1:
- Barnard Grove Primary School
 - Holy Trinity CE VA Primary School
 - Manor College of Technology
- 11.3 Work to re-build these schools was funded by the Education Funding Agency, and is now complete.
- 11.4 A further 2 schools have also been accepted onto Phase 2 of the Priority Schools Building Programme. These are:
- High Tunstall College of Science
 - English Martyrs School and Sixth Form College
- 11.5 PSBP 2 will run from 2016 to 2021. It is not yet known whether these schools will be refurbished or rebuilt, or when the works are expected to be completed.
- 11.6 Pressure will inevitably be put on both primary and secondary schools due to net increases in housing over the period of the Local Plan and the resultant increased projections of pupil numbers.
- 11.7 The Council will seek contributions (planning obligations) from developers to secure extensions/improvements to existing schools or towards the build costs of new schools, to improve capacity to cope with the increased pupil numbers shown by the projections. The Council has developed a formula based on Department for Education guidance to help secure the necessary planning obligations. To provide some flexibility and to direct funding to the most appropriate school, the Borough has been divided into three 'planning areas' (Central and East, South and West, and North West) so that funding secured by a particular development can be used where the local authority

consider that it is most needed and will be most effective as a result of the increased pupil numbers from the development.

- 11.8 Anticipated requirements for the strategic housing sites identified in the Publication Local Plan are:

South West Extension

A new one form entry primary school is planned, although the site for the school will be capable of providing a two form entry school should this be required in future years. Timing of the school will be dependent on the phasing of housing completions and will be agreed between the local authority and the developer, and secured within a legal agreement.

High Tunstall/Quarry Farm 2

A new primary school is planned for the High Tunstall site. Timing of the school will be dependent on the phasing of housing completions and will be agreed between the local authority and the developer, and secured within a legal agreement.

Wynyard

A proposal for a new two form entry primary school was included as part of a wider planning application for housing (up to 500 dwellings) and associated uses within the Stockton-on-Tees part of Wynyard. This application is currently awaiting the signing of a section 106 legal agreement. This primary school will cater for pupils from a number of the smaller housing developments within the Hartlepool part of Wynyard. Until this primary school is constructed a temporary school is being provided.

To cater for pupil numbers arising from other future housing developments at Wynyard, an additional single form entry primary school will be required, preferably on the north side of the A689. This additional new primary school will be required because the Diocese operating the proposed Stockton primary school has stated that it does not wish the school to become a three form entry school.

- 11.9 There are currently sufficient Children's Centres in Hartlepool to cater for all children under 5, but provision is regularly monitored and assessed. The likely direction for Children's Centres in the future is to focus services in areas of need within individual communities. These needs will be monitored to ascertain the level of service required. It is not anticipated that development in the 3 strategic housing sites will be identified as disadvantaged and therefore it is unlikely that there will be a need for focus services in those areas, although the position will be kept under review.
- 11.10 Further education provision in Hartlepool has seen major investment in recent years with the College of Further Education receiving over £50m for a complete rebuild which will help to attract students from the wider sub-region. Cleveland College of Art and Design is constructing a new campus off Church Street in the town centre which will greatly enhance its already successful reputation.

Appendix 1

Summary of key infrastructure required for delivery of strategic sites and allocations

Strategic site: South West Extension – Local Plan policy HSG4, 1260 dwellings

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
Connectivity and Transport	Additional lane on A19 between A689 junction (Wynyard) and A1027/A139 junction (Norton)	Department for Transport Highways England	Department for Transport/Highways England	Start of Works commitment – March 2020; Open for traffic commitment – March 2022 (source: Delivery Plan)	Not critical for delivery of housing in the immediate/short term but will become critical towards the end of the plan period as the site becomes developed and reaches its full capacity
	New road crossing of River Tees	Department for Transport Highways England	Scheme may be added to Dept for Transport/Highways England Road Investment Strategy 2015-2020	Medium/Long term (2021-2031)	Will complement the Wynyard to Norton A19 widening (above), and provide a key element of highway infrastructure that will meet the Tees Valley's development needs over the next 15 years and beyond
	Capacity improvements at roundabouts on A689 between Billingham and Wynyard	Hartlepool Borough Council Stockton-on-Tees Borough Council	Tees Valley Local Growth Fund (LGF) – confirmed (£3m) Developer contributions	Short term (2016-2021)	Improvements are due to be carried out at 5 roundabouts on the A689 funded through LGF. It is a requirement of the LGF that the loan is repaid in full through developer contributions.

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
	<p>Junction of Southern Access Road and A689 – this will provide the principal vehicular access to the development from the A689. The new junction will operate under signal control, with SCOOT system to optimise capacity</p> <p>Provision will also be made at the junction for pedestrians and cyclists</p>	Hartlepool Borough Council	Developer contributions, including section 278 agreement	Short term (2016-2021)- determined by housing starts	
	Northern Access Road from Brierton Lane – principal vehicular access to northern phases of the development	Hartlepool Borough Council	Developer contribution	Short term (2016-2021) – works to be in place prior to occupation of first dwelling	
	Arterial route along western fringe of urban area	Hartlepool Borough Council	Developer contributions	Medium to long term (2021 onwards)	Not critical for delivery of the SW Extension but will provide significant benefits as housing is developed in the later stages of the plan period in terms of reducing congestion and providing accessibility options.
	Catcote Road/Brierton Lane junction – improvement to staggered junction by providing standard crossroad and signalisation	Hartlepool Borough Council	Developer contributions Hartlepool Borough Council	Short/medium term (2016-2026); to be implemented prior to occupation of 300 th dwelling at the Brierton Lane end of the SW	

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
				Extension	
	Catcote Road/Oxford Road – works to increase junction capacity	Hartlepool Borough Council Developer	Developer funded	Medium,/long term (2021 onwards)	The developer has offered to undertake works to increase capacity at the junction, including traffic islands and carriageway realignment
	A689/Brierton Lane – signalisation scheme and widening Also to include signal and pedestrian improvements at nearby A689/Stockton Road junction	Hartlepool Borough Council	Developer funded	Short/medium term (2016-2026) – to be implemented following completion of 600 th dwelling on SW Extension	
	Provision of new and/or extended bus services – including as appropriate bus turning areas and bus only links	Hartlepool Borough Council Bus operators	Developer contribution	Details of supported service should be provided prior to first occupation	The developer is looking to provide a supported bus service to serve the southern sector of the development for a 5 year period.
	Footpath and cycle links – providing links into the existing footpath and cycle with priorities to include access to the countryside, access towards the town centre, and access to employment areas particularly Queen’s Meadow Business Park and south east Hartlepool	Hartlepool Borough Council Private developers	Local Transport Plan Developer contributions Other potential funding sources such as Local Sustainable Transport Fund (LSTF) and European Regional Development Fund	Phased delivery	
Education	A new primary school	Hartlepool Borough	Developer contribution	The delivery timescale	A one form entry

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
		Council	Hartlepool Borough Council	for a new school will be determined by certainty of pupil numbers, which in turn will be determined by the completion of new family dwellings. This will be agreed between the local authority and the developer prior to the start of the housing development	primary school is to be provided. However the site will be large enough to accommodate a two form entry school should this be required in future years. The new school is likely to be an Academy (a state revenue funded independent school) managed by an operator to be confirmed by the Secretary of State for Education
Health	A new medical centre	NHS Trust		Long term (2026 onwards)	A site for a medical centre is identified as part of the planning consent. Currently there is capacity in a number of existing GP practices, and dental practices, in the vicinity of the development. However there may be pressure on these existing practices in the longer term requiring the provision of a new medical centre.
Utility services	Water supply – infrastructure reinforcement required, along with offsite	Hartlepool Water	Developer	To be determined through discussions between developer,	

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
	and major diversion works			Hartlepool Water and the Borough Council	
	Foul water disposal – existing sewer at west edge of site, although the site will require its own infrastructure	Northumbrian Water Ltd	Developer	Phased delivery	
	Surface water disposal – connection to nearest watercourse - provision of SuDS	Hartlepool Borough Council Northumbrian Water Ltd		Phased delivery	The Borough Council is currently considering options regarding responsibilities for adoption of SuDS schemes SuDS to meet adopted Tees Valley Design Standards
Green infrastructure	A green wedge along Greatham Beck running from the south east of the site to the north west	Hartlepool Borough Council Developer	Developer contributions Hartlepool Borough Council Other potential funding sources could include Natural England grants, Heritage Lottery Fund; Woodland Grant Scheme etc.	Short term (2016-2021) – structural green infrastructure should be provided in advance of significant development	
	Green links with existing green infrastructure, particularly green wedges through Owton Manor and Burn Valley, Summerhill and surrounding leisure	Hartlepool Borough Council Private developers	Developer contributions Hartlepool Borough Council	Phased delivery	

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
	routes				
	Sustainable drainage systems (SuDS) and inclusion of elements such as ponds and culverts as part of green infrastructure	SuDS Approval Board Hartlepool Borough Council Northumbrian Water Ltd Private developers	Private sector/ development contributions <i>Hartlepool Borough Council/ Northumbrian Water Ltd?</i>	Phased delivery	
	Structural landscaping/ tree planting along western (rural) edge of new development	Private developers	Private sector/ Development contributions Other sources such as Woodland Grant Scheme	Short term (2016-2021)	
	Footpath and cycle network – integrated with green infrastructure (see also Connectivity & Transport)	Hartlepool Borough Council	Local Transport Plan Developer contributions Other potential funding sources such as Local Sustainable Transport Fund (LSTF) and European Regional Development Fund (ERDF)	Phased delivery	
Sports and Leisure	Doorstep, Local and Neighbourhood playable space, and Youth space, in accordance with standards recommended in the 2014 Open Space, Sport & Recreation Assessment	Hartlepool Borough Council Private sector	Developer contributions Hartlepool Borough Council	Phased delivery	
	Playing pitches in accordance with the	Hartlepool Borough Council	Developer contributions	Phased delivery	On-site provision to be determined in the light

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
	standards recommended in the 2014 Assessment. New pitches should be concentrated in a hub and not dispersed through the development	Private sector	Sport England Hartlepool Borough Council		of capacity at existing off-site facilities and demand from new households
	Improvement/reinstatement of off-site allotments	Hartlepool Borough Council	Developer contributions		New housing development offers an opportunity to secure funding through developer contributions for qualitative improvements to allotments. To cater for demand from the SW Extension improvements could be made to allotments at Greatham which are largely abandoned
Coastal and Flood Defences	Implement measures approved as part of planning consent. All the built development and infrastructure falls within Flood Zone 1. Proposed bridge structure supporting main access to the southern area of development over Greatham Beck to be designed with full supporting structure in Flood Zone 1 and the underside of the bridge	Private sector to agreed HBC, EA etc standards	Private sector		

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
	above the 1 in 1000 year flood level				

Strategic Sites: High Tunstall – Local Plan policy HSG5, 1200 dwellings
Quarry Farm 2 – Local Plan policy HSG5a, 220 dwellings

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
Connectivity and Transport	A new grade separated junction on the A19 at Elwick and associated closure of existing accesses; improvements to Elwick Road and the construction of a bypass to the north of Elwick village	Hartlepool Borough Council Highways England	LGF3 bid submitted for bypass & grade separated junction (cost est. £18m) Developer contributions to repay LGF loan Other potential funding sources: Growing Places Fund; HCA Home Building Fund; Tees Valley Patient Capital Investment Fund; Prudential Borrowing; Tees Valley Investment Fund (Devolution Deal)	Outline Business Case July 2016; Feasibility design & costs July 2016 – March 2017; Modelling & appraisal Sept 2016 – March 2017; Outline Business Case March 2017 – Sept 2017; Full Business Case Sept 2017 – March 2018 Construction start Summer 2018 Completion Summer 2020.	As the scheme will directly enable the High Tunstall and Quarry Farm housing development funds can be secured from the developer(s) through planning obligations/ legal agreements to repay the amount secured from LGF. When planning permission is granted for housing the Council will ensure that a clause is included within the legal agreement to repay a pro-rata contribution towards the overall LGF money. This will be based on a per dwelling cost and will have trigger points included for payments as it would be impractical to repay an amount every time a

					property was completed.
	Improvements at the A19/A179 junction – there is currently congestion at this junction due to capacity constraints. A scheme has been agreed for signalisation of the A19 northbound exit slip road onto the A179 and other capacity improvements	Durham County Council Hartlepool Borough Council	Funding for this scheme has been secured as part of the Upper Warren housing development	Short term (2016-2021) – scheme to be complete prior to occupation of first dwelling at Upper Warren	The planned capacity improvements will exceed the requirement generated by the Upper Warren housing development
	Arterial route along western fringe of urban area	Hartlepool Borough Council	Developer contributions Hartlepool Borough Council	Medium to long term (2021 onwards)	Not critical for delivery of High Tunstall and Quarry Farm but will provide significant benefits as housing is developed in the later stages of the plan period in terms of reducing congestion and providing accessibility options
	Elwick Road/Park Road/Wooler Road junction	Hartlepool Borough Council	Developer contribution	Short term (2016-2021)	This junction will operate at excess capacity. The developer will need to provide an impact assessment and submit a scheme to mitigate for traffic generated by the development
	Hart Lane/Duke Street/Jesmond Road junction	Hartlepool Borough Council	Developer contribution	Short term (2016-2021)	This junction will operate at excess capacity. The developer will need to provide an impact assessment and

					submit a scheme to mitigate for traffic generated by the development
	Hart Lane/Serpentine Road junction	Hartlepool Borough Council	Developer contribution	Short term (2016-2021) – dependant on discussion with developer	This junction will operate in excess of practical capacity during the PM peak. The developer will need to provide an impact assessment and will need to submit a scheme to mitigate for traffic generated by the development.
	Elwick Road/High Tunstall site access junction	Hartlepool Borough Council	Developer contribution	Short term (2016-2021)	A key junction to link the High Tunstall development with the existing highway network
Education	A new primary school on the High Tunstall site. This would also serve Quarry Farm 2.	Hartlepool Borough Council	Developer contribution Hartlepool Borough Council	The delivery timescale for a new school will be determined by certainty of pupil numbers, which in turn will be determined by the completion of new family dwellings. This will be agreed between the local authority and the developer prior to the start of the housing development	A new school is likely to be an Academy (a state revenue funded independent school) managed by an operator to be confirmed by the Secretary of State for Education
Health	GP surgery/Medical Centre	NHS Trust		Long term	A site for a GP surgery and/or Medical Centre was identified as part of the outline planning application submitted

					for High Tunstall in 2014. This surgery/medical centre would also be able to serve Quarry Farm 2. Currently there is capacity in a number of existing GP practices, and dental practices, in the vicinity of the development. However there may be pressure on these existing practices in the longer term requiring the provision of a new medical centre.
Utility services	<u>Water supply: High Tunstall</u> – infrastructure reinforcement will be required, and major diversion works will be required to enable part of the development to go ahead <u>Water supply Quarry Farm 2</u> – infrastructure reinforcement required and major diversion works required – supply to be taken from Elwick Ropad	Hartlepool Water	Developer	To be determined through discussions between developer, Hartlepool Water and the Borough Council	
	<u>Foul water disposal High Tunstall</u> – new infrastructure required; possible connection from West Park <u>Foul water disposal Quarry Farm 2</u> – likely to link into existing adjacent networks but may require additional on site works	Northumbrian Water Limited	Developer	Phased delivery	
	Surface water disposal – connection to be made to the	Hartlepool Borough Council		Phased delivery	The Borough Council is currently considering

	nearest watercourse - Implementation of SuDS	Northumbrian Water Limited			options regarding responsibilities for adoption of SuDS schemes SuDS to meet adopted Tees Valley Design Standards
	Gas supply – existing NGN assets cross parts of the site; these will need to be protected by easements and, where necessary through minimum building proximity distances; additional protective measures may be needed where a road passes over a high pressure line but the scale depends on the level of traffic anticipated using the road	Northern Gas Networks	Developer		
Green Infrastructure	A new green wedge running north west to south east through the High Tunstall development	Hartlepool Borough Council Developer	Developer contributions Hartlepool Borough Council Other potential funding sources could include Natural England grants, Heritage Lottery Fund; Woodland Grant Scheme etc.	Short term – structural green infrastructure should be provided in advance of significant development	
	Green links to other green space particularly south towards Summerhill and into the existing urban area	Hartlepool Borough Council and private developer	Developer contributions Hartlepool Borough Council	Phased delivery	
	Sustainable drainage systems (SuDS) and	SuDS Approval Board Hartlepool Borough	Private sector/development	Phased delivery	

	inclusion of elements such as ponds and culverts as part of green infrastructure	Council Northumbrian Water Ltd Private developers	contributions <i>Hartlepool Borough Council/ Northumbrian Water Ltd?</i>		
	Footpath and cycle network – integrated with green infrastructure (see also Connectivity & Transport)	Hartlepool Borough Council	Local Transport Plan Developer contributions Other potential funding sources such as Local Sustainable Transport Fund (LSTF) and European Regional Development Fund (ERDF)	Phased delivery	Footpath and cycle network – integrated with green infrastructure (see also Connectivity & Transport)
	Structural landscaping/ tree planting along western (rural) edge of new development	Private developers	Private sector/ Development contributions Other sources such as Woodland Grant Scheme	Short term	
Sport and Leisure	Doorstep, Local and Neighbourhood playable space, and Youth space, in accordance with standards recommended in the 2014 Open Space, Sport & Recreation Assessment	Hartlepool Borough Council Private sector	Developer contributions Hartlepool Borough Council	Phased delivery	
	Playing pitches in accordance with the standards recommended in the 2014 Assessment. New pitches should be concentrated in a hub and not dispersed through the development	Hartlepool Borough Council Private sector	Developer contributions Sport England Hartlepool Borough Council	Phased delivery	On-site provision to be determined in the light of capacity at existing off-site facilities and demand from new households

	Improvement/reinstatement of off-site allotments	Hartlepool Borough Council	Developer contributions		New housing development offers an opportunity to secure funding through developer contributions for qualitative improvements to allotments.

Strategic Site: Wynyard – Local Plan policy HSG6, 730 dwellings

Infrastructure theme	Infrastructure required	Delivery bodies	Funding sources	Timescale for delivery	Comments
Connectivity and Transport	<p><u>A689 Improvements:</u></p> <p>1. Committed scheme: capacity improvements at 5 roundabouts along the A689:</p> <ul style="list-style-type: none"> - A1185 Seal Sands Link Road - Wolviston Services - Wynyard Park Business Park - Wynyard East - Wynyard West 	Hartlepool Borough Council Stockton-on-Tees Borough Council	<p>Local Growth Fund (£3m) (repayable loan)</p> <p>Developer contributions</p>	Short term (2016-2021)	<p>The A689 committed scheme complements the now complete Highways England Pinch Point Programme scheme at the A689/A19 junction. The committed scheme to improve the 5 roundabouts on the A689 will enable further residential developments of up to 559 units (see appendix 4) to be implemented without further highway capacity improvements.</p> <p>Local Plan policy HSG6 allocates land for 730 dwellings at Wynyard. Of these the North Pentagon site (approx. 100 dwellings) was included within the modelling for the committed scheme referred to above.</p>
	<p>2. Additional capacity improvements, likely to include:</p> <ul style="list-style-type: none"> - dedicated northbound slip road from eastbound A689 onto A19 - widening of northern part of A689/A19 roundabout to provide 3 traffic lanes - footbridge over A19 to replace existing footpath 		<p>Developer contributions</p> <p>Other potential funding sources, for example: Growing Places Fund; HCA Home Building Fund; Tees Valley Patient Capital Investment Fund; Prudential Borrowing; Tees Valley Investment Fund</p>	Medium term (2021-2026)	<p>Further mitigation/capacity improvements will be required to enable the remaining sites for 630 dwellings allocated in policy HSG6 to be acceptable in highway terms and deliverable over the local plan period.</p> <p>Some transport modelling and assessment work has been put forward by the landowner (Wynyard Park) and agreed in principle by officers from Hartlepool and Stockton-on-Tees Borough Councils and Highways England – the additional capacity improvements in the ‘Infrastructure required’ column.</p> <p>However further evidence/submissions will be required from Wynyard Park including:</p> <ul style="list-style-type: none"> • Detailed designs and land take

					<p>assessment</p> <ul style="list-style-type: none"> • Compatibility with Highways England A19 widening (see below) • Transport modelling to demonstrate that the proposed works will provide the required capacity to serve proposed developments • Trigger points for when works should be completed • Costs and funding <p>No public funds or grants are currently identified for these additional capacity works. The developer will need to demonstrate potential funding sources.</p>
	Additional lane on A19 between A689 junction (Wynyard) and A1027/A139 junction (Norton)	Department for Transport Highways England	Department for Transport/Highways England	Delivery Plan: Start of Works Commitment – March 2020 Open for Traffic Commitment – March 2022	Will be critical during the plan period as new housing and economic development takes place at Wynyard.
	New road crossing of River Tees	Department for Transport Highways England	Department for Transport/Highways England (Road Investment Strategy)	Medium/Long term (2021 onwards)	Will complement the Wynyard to Norton A19 widening, and provide a key element of highway infrastructure that will meet the Tees Valley's development needs over the next 15 years and beyond
	Provision of a satisfactory public transport service	Public transport operators Hartlepool Borough Council Stockton-on-Tees Borough Council	Developer contributions	Short/medium term (2016-2026)	At present there is no public transport service to any part of the Wynyard development. Developers should provide a commitment to support a public transport service that meets the needs of residents. A shuttle bus service has been requested as part of a planning approval within the Stockton-on-Tees part of Wynyard
Education	An additional single form entry primary school will be	Local Education Authority	Developer contributions	To be determined	An additional primary school will be required at Wynyard as the operators of the

	required, in addition to the primary school planned as part of the development within the Stockton-on-Tees part of Wynyard		EFA/DfE funded	through discussion between the local authority and the developers	planned school in Stockton-on-Tees have indicated that they do not wish it to become a 3 form entry school
Utility services	Water supply – infrastructure reinforcement required	Hartlepool Water	Developer	To be determined through discussions between developer, Hartlepool Water and the Borough Council	
	Foul water disposal – existing connection point	Northumbrian Water Limited	Developer	Phased delivery	
	Surface water disposal – connection to be made to the nearest watercourse	Hartlepool Borough Council Northumbrian Water Limited		Phased delivery	The Borough Council is currently considering options regarding responsibilities for adoption of SuDS schemes SuDS to meet adopted Tees Valley Design Standards
Green Infrastructure	A green wedge extending from the open countryside to the west of Wynyard broadly along the A689 to the A19, and also extending northwards to the North Burn valley and open countryside	Hartlepool Borough Council	Developer contributions Hartlepool Borough Council Other potential funding sources could include Natural England grants, Heritage Lottery Fund, Woodland Grant Scheme etc	Structural green infrastructure should be confirmed in advance of significant development	
	Footpath and cycle network –	Hartlepool Borough	Developer	Phased	

	integrated with green infrastructure (see also Connectivity and Transport)	Council	contributions Local Transport Plan Other potential funding sources such as Local Sustainable Transport Fund (LSTF) and European Regional Development Fund (ERDF)	delivery	
	Sustainable drainage systems (SuDS) and inclusion of elements such as ponds and culverts as part of green infrastructure	SuDS Approval Board Hartlepool Borough Council Northumbrian Water Ltd Private developers	Private sector/ developer contributions <i>Hartlepool Borough Council</i> <i>Northumbrian Water Ltd?</i>	Phased delivery	

Appendix 2

Final list of Tees Valley Bus Network Improvement schemes

Area	Scheme
York Road	Carriageway widening, footway improvements, parking lay-bys, bus stop relocation, potential restriction of traffic between Victoria Road and Park Road
Marina Gateway junction	Heavy congestion at Marina Gateway junction to be tackled with traffic signal improvements and prohibition of right turn into Clarence Road using widened central reservation with Museum Road reverting to two-way operation
Burn Valley Roundabout	Conflicting movements at the roundabout will be tackled by converting the roundabout to a signalised junction, subject to detailed modelling with enhanced pedestrian facilities and bus priorities
Oxford Road/Stockton Road junction	The existing alignment makes the left turn difficult for buses – junction improvement will ease this
Oxford Road/Catcote Road	Junction signalisation to improve capacity and reliability Phase 2 – further traffic signal improvement works
Brenda Road/Belle Vue Way	Roundabout capacity improvements and provision of bus lanes
Winterbottom Avenue	Parking issues affect access to bus stops so parking will be formalised and bus stops relocated
Clavering Road	Parking issues affect access to bus stops and ease of movement in Clavering Road
King Oswy Drive/West View Road	Tight junction means difficulty for buses crossing centre line. It is intended to widen junction for left turning vehicles with bus by-pass leading directly into integrated bus lay-by at eastbound stop
Wynyard Road & Catcote Road	Narrow junction causes congestion and delays buses. The junction will be widened to create a dedicated westbound right turn lane
Owton Manor Lane & Catcote Road junction	Narrow junction which will be widened to create separate left and right turn lane approaches
Mowbray Road & Catcote Road	Narrow junction which will be widened and realigned, without change of priority and parking bays will be provided to ensure the southbound carriageway of Catcote Road is kept clear
Elizabeth Way	Bus turning circle frequently blocked - it will be remodelled and parking will be restricted and enforced
Catcote/Truro Drive	Narrow junction which will be widened on the southern side to create a dedicated right turn lane
Raby Road/York Road	Variable delays caused by congestion at the junction. Raby Road northbound approach to junction to be widened to create separate left and right turn lanes. Relocation of northbound Odeon bus stop into lay-by
Hartlepool Interchange development	
Catcote Road/Elwick Road	
Powlett Road	
Hart Lane	

Area	Scheme
Raby Road/Middleton Road	
Clavering Road	
King Oswy Drive	

Source: Local Transport Plan 3, 2011-2026; Hartlepool Borough Council, April 2011

Appendix 3

Other schemes identified in Local Transport Plan 3

Connectivity and congestion

Tees Valley Rail	Agreed with funding allocated but it will open up the opportunity for improved transport links from Hartlepool to other parts of the Tees Valley
Traffic management	Better traffic management including UTMC
Manage development	Manage development through the planning process

Road safety

Road Safety Unit	Increase walking and cycling training for schools
20 mph zones	Investigate possibility to extend provision of 20 mph zones in the Borough

Walking and cycling

Wynyard	Improved pedestrian and cycle links to Wynyard in conjunction with Travel Plan measures
	Advanced stop lines
Greatham Link	To access employment sites including the power station and Queen's Meadow Business Park
Railway station signage	Improve pedestrian and cycle links from Hartlepool town centre, including pedestrian signage
Tourism	Directional signage for pedestrians and cyclists around Hartlepool Marina and in particular to Navigation Point and the Maritime Experience. Also investigate provision of signage and interpretation links with Saltholme and the key tourist sites between Seaton Carew and Saltholme. Consideration will also be given to adding signs to Seaton Common and Seaton Dunes as 'signed destinations' to open up these areas to the public
Journey Planning	Extend coverage of cycle journey planning system
	Cash out schemes/payment for using sustainable models/challenges for behavioural change – earn 'credits'
	Cycle mileage allowance
	Keep the Hartlepool Access Map up to date
Golden Flatts Community Woodland Project	Sustainable transport route through the site – in conjunction with Sustrans
Hartlepool Town Centre	Address severance issues in the town centre caused by the A689
Monitoring	Any new scheme will need to include cycle monitoring stations

Smarter Choices

Establish long term umbrella brand in Tees Valley	Promote sustainable travel choices with appropriate messaging (benefits and incentives for core markets to adopt sustainable travel choices)
Promotion of brand and core messages	Radio, TV and printed media promotion of brand and core messages
Website	Creation of user-orientated website at a Tees Valley level to provide sustainable travel information, campaigns and activities. Will also include on-line journey planner
Personal challenges and competitions	Creation of personal challenges, competitions etc to inspire people to make sustainable travel choices
Tees Valley Smartcard	Providing trouble free public transport use, in a transparent value for money way
Car sharing database	A Tees Valley database for car sharing which will also incorporate a car

and car club	club
Travel Planning	Travel planning will be encouraged and levels of monitoring and enforcement will be improved
Personal Travel Planning	TVU will be conducting periodic campaigns in target areas.
Partnerships	The Borough Council is currently a partner in sub-regional initiatives such as dolbycycle.com and the Tees Valley journey planner. There will also be support to Sustrans for a cycle officer

Rights of way

A179 safe crossing	Between Worset Lane and Hart Moor Farm
A19 Multi-user bridge	Safe crossing of A19 and linking of any severed paths
A689 safe crossing	Off road link to pedestrian controlled crossing at Sappers Corner
Newton Bewley safe crossing	Linked to the Newton Bewley links with other rights of way
Elwick	Safe link to rights of way
Link to Hart	New link from Hart 3 to Hart 17
Newton Bewley link	Link to Greatham, link to north
Middlethorpe Farm	2 new footpaths, new cycleway, link to Hart to Haswell Walkway
Links to neighbouring local authorities	Hart to Durham County Council, and High Burntoft to Stockton
Safe verges	A19, A689, Butts Lane, Coal Lane, Dalton Back Lane, Worset Lane
Cycle links to Summerhill	Provide off road cycle links by upgrading public footpaths to bridleway status
Embleton Link	New bridleways and cycle links, including A19 bridge
Greatham to Seaton	New cycle route/bridleway from Graythorp to Thorntree Lane, Greatham
Hartlepool 35 improvement	Lengthen northwards to Lord Nelson Close or directly onto Warrior Drive
Summerhill Circular	Improvement of present circular route, upgrading surface and facilities, making it an Access for All route
Circular Access for All routes	Circular walks suitable for all users

The schemes shown in the tables above will be prioritised through the normal process of consultation with the Neighbourhood Forum areas to establish which schemes will fit the available budgets.

Source: Local Transport Plan 3, 2011-2026; Hartlepool Borough Council, April 2011

Appendix 4

A689 improvements and Wynyard residential schemes

Based on agreed modelling results the following residential schemes at Wynyard are justified in highway terms on the basis of existing and agreed mitigation measures. These schemes total 559 dwellings – refer to appendix 1: Strategic Site Wynyard

- Wynyard Woods West (H/2014/0176) – 100 remaining dwellings
- Wynyard Woods West Entrance (H/2015/0386) – 34 dwellings
- The Meadows (H/2012/0360) – 168 dwellings; currently building out
- Manorside phase 1 (H/2014/0581) – 15 dwellings; currently building out
- Manorside phase 2 (H/2015/0270) – 12 dwellings; currently building out
- Rose Garden (H/2015/0048) – 23 dwellings
- Site C (Beaumont) (H/2015/0374) – 12 dwellings
- Site B (Wellington Gardens) (H/2015/0373) – 30 dwellings
- Site A (H/2015/0372) – 14 dwellings
- Site D (I/2016/0157) – 42 dwellings
- Pentagon North (H/2016/0185) – 109 dwellings (allocated in Local Plan policy HSG6)