



An **APLEONA** company

Report

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Hartlepool Local Plan 2017 Examination in Public – Matter 6 – Transport & Infrastructure

Response on behalf of Wynyard Park
Ltd

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1. Issue 1- Whether the overall approach to transport is justified, effective and consistent with national policy?

The text below is provided by Aecom.

- 1.1 This matter will focus on the work contained in the Council's Local Infrastructure Plan (Document HLP05/1) and relevant transport evidence at the Tees Valley and local levels. Specific transport and infrastructure proposals to facilitate the proposed growth at High Tunstall and Wynyard will also be examined under Matters 8 and 9 respectively.
- 1.2 **Question 1 - What is the likely effect of the proposed scale and distribution of development on existing transport infrastructure and traffic levels? How has this been assessed and is the transport evidence up-to-date?**
- 1.3 With regard to the effect of development at Wynyard Park upon existing infrastructure and traffic levels. This matter is being addressed by HBC and HE.
- 1.4 In relation to Wynyard, the traffic assessment work undertaken by the local highway authorities has been reviewed by Aecom and is considered to up-to-date and undertaken in a manner which accords with the relevant standards and guidance.

Question 2 - Highways England [representation Pub 0130] advise that an evidence base to demonstrate that the Plan's approach to transport is soundly based exists but needs to be collated into a single resource. Is there a need to do this and has the transport evidence evolved since the Plan's submission in March 2017?

- 1.5 Yes, with regard to the second part of the question, the evidence in relation to Wynyard has evolved since the Plan's submission.
- 1.6 With regard to HE's representations, reference is made to the SoCG being prepared between HBC, SBC and HE, and supporting Traffic Modelling Report prepared by ARUP, on behalf of the highway authorities.

Question 3 - With reference to Table 2 of the LIP, what specific improvements to transport infrastructure or policy responses are proposed or will be required to support transport demands arising the Plan's overall strategy, including levels of growth?

- 1.7 In relation to Wynyard, reference is made to the SoCG between HBC, SBC and HE, and supporting Traffic Modelling Report prepared by ARUP, on behalf of the highway authorities.

Question 4 - Are there specific trigger points for their implementation (including any timing/phasing of the development proposals in the Plan)? How will the identified transport infrastructure in Policies LS1/INF2 be brought forward and funded?

- 1.8 In relation to Wynyard, reference is made to the SoCG between HBC, SBC and HE, and supporting Traffic Modelling Report prepared by ARUP, on behalf of the highway authorities.
- 1.9 Please also refer to responses for Matter 9 for further details relating to Wynyard.

Question 5 - As part of transitioning to a low carbon future, does the Plan sufficiently recognise the potential of new transport technologies (i.e. electric vehicles) as well as established non-car modes such as walking and cycling?

- 1.10 Please refer to responses for Matter 9 for further details relating to Wynyard.

2. Issue 2- Education and Health Infrastructure

Question 7 – The Education Funding Agency had advised that funding only applies for 2FE primary schools. Does this have viability/delivery implications under Policy INF4 for strategic sites (Wynyard)?

- 2.1 No.WPL confirms that the HSG6 allocation remains viable. This remains the case even if a 2FE school is required and it is concluded that there would be no adverse implications for the viability or deliverability of INF4 or HSG6.
- 2.2 A Statement of Common Ground is being prepared between WPL and HBC to demonstrate that both parties have reached agreement regarding infrastructure costs and the delivery of the draft allocation.

Question 9 – Is a new hospital at Wynyard ruled out during the plan period?

- 2.3 Yes. Wynyard Park can confirm that there are no plans to deliver a hospital at Wynyard during the plan period.

3. Issue 3- Funding for Infrastructure

The text below is provided by Aecom

Question 10 - Is there further evidence from the emerging Tees Valley Strategic Transport Plan work (referenced at para 5.3 of LIP) on potential funding for strategic infrastructure relevant to Hartlepool and the Local Plan's growth proposals?

- 3.1 In relation to Wynyard, reference is made to the SoCG between HBC, SBC and HE, and supporting Traffic Modelling Report prepared by ARUP, on behalf of the highway authorities.

Question 11 - The LIP refers (page11) to A689 improvements at Wynyard under the umbrella of the Tees Valley SIP. Have these improvements been implemented under the Local Growth Fund? Are additional improvements to A689/A19 capacity now required and are these funded or is there a funding gap which development is anticipated to plug?

- 3.2 In relation to Wynyard, reference is made to the SoCG between HBC, SBC and HE, and supporting Traffic Modelling Report prepared by ARUP, on behalf of the highway authorities. Further detail is also presented in Matter 9 (Question 11).

Question 12 - Is the A19 widening between Norton and Wynyard fully funded and programmed to commence in 2020?

- 3.3 This matter is principally addressed by HBC and HE.