



# Hartlepool Local Planning Framework Emerging Local Plan

## Matter 6

### Transport and Infrastructure



September 2017



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

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.

**Q1. 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?**

The following developments included in the LIP have been subject to Transport Assessments, South West Extension development (1240 dwellings), Upper Warren (500 dwellings), High Tunstall (1200 dwellings), Quarry Farm 2 (220 dwellings) and Wynyard (732 dwellings). These are up to date for all developments and have assessed the traffic impact on the surrounding highway network and mitigation proposed where applicable.

All of the plan allocations and the planning permissions considered deliverable over the plan period have also been assessed by the highways model at the Strategic Transport Team at the Tees Valley Combined Authority, working with Highways England, and has been found to be acceptable in highways terms with the proposed mitigation to various points in the network.

**Q2. 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?**

The transport evidence for Wynyard, High Tunstall and Quarry Farm 2 has been updated since March 2017 as part of the individual planning applications for these proposed housing allocations. Work is ongoing to provide a Transport and Infrastructure Topic Paper as requested by Highways England, this will be available prior to the commencement of the hearing sessions.

**Q3. 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?**

At a sub-regional strategic level, the A19 is being widened between Norton and Wynyard to create a third lane on the expressway. This is being funded through the Treasury and is due to be completed by March 2020. This investment is adjacent to the Borough and these improvements will benefit the local network in Hartlepool. For clarification the widening works to the A19 would not impact on the delivery or timescales of the Elwick Bypass and Grade Separated Junction.

The following transport infrastructure improvements are required to facilitate the growth aspirations of the emerging local plan:

*A689 Wynyard Improvement* - Capacity improvements at access points along the A689 between Billingham & Wynyard to facilitate housing and business development. There are two stages to this infrastructure requirement:

- a) Capacity improvements at 5 roundabouts along A689, this is funded by Local Growth Fund and is required in the short term. Developments already consented in Hartlepool (South West Extension) and

Stockton (500 dwellings to the south of the A689 and 400 to the north of the A689) will repay the LGF funding via s106 contributions.

- b) Wynyard West /Additional capacity improvement to A689/A19 roundabout to provide an additional lane with one dedicated to eastbound traffic and two dedicated to southbound traffic and a footbridge over A19 to replace existing footpath which will be lost. This will be required to facilitate the level of growth proposed at Wynyard from the Hartlepool Local Plan and emerging Stockton-on-Tees local plan, full details of the infrastructure requirements are set out in the joint Statement of Common Ground between HBC, SBC and Highways England.

These infrastructure requirements relate directly to HSG5 (Wynyard Housing Developments), trigger points are identified in the policy. These improvements will facilitate 732 dwellings in Hartlepool and the Employment Growth at EMP1 (Prestige Employment) at Wynyard.

*A19/A179 junction* – Signalisation of the junction to improve capacity was a infrastructure requirement linked to the Upper Warren site (500 dwellings) included as an extant planning permission within the emerging Local Plan. Whilst funding was secured as part of the S106 legal agreement, Highways England has secured funding for the project in advance of the Upper Warren development commencing and these works are anticipated to be complete in spring/summer 2018 and is viewed as a first phase of the works required to improved the Elwick / A19 junction and provision of the Elwick Bypass.

*Elwick / A19 junction improvements and provision of the Elwick Bypass* - Grade separated junction on A19 at northern Elwick junction & associated closure of existing accesses and Improvements to Elwick Road, including bypass to north of Elwick village. This transport infrastructure development is required to improve safety and capacity at the Elwick junctions and to facilitate the housing development to the western edge of urban Hartlepool. The estimated cost of the project is £18million, to be facilitated by funding (options as identified in Q10 of this Matter) and developer contributions. This requirement directly links to the following policies; LS1, INF1, INF2, HSG5, HSG5a, HSG7. 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. This infrastructure will support the development of 1500 dwellings and developments which may come forward beyond this plan period and is considered a crucial element of the Local Plan.

**Q4. 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?**

In relation to transport infrastructure requirements as set out in response to Q3 above, the following trigger points relevant.

*A689 Wynyard Improvement* - The Vissim model as indicted that the A19 over bridge mitigation scheme will need implementing prior to occupation of the proposed Local Plan Housing. In reality the build out may overlap with the existing and proposed applications still to be determined. An overall trip rate as yet to be agreed between Hartlepool Council, Stockton Borough Council and the Developers.

*Elwick / A19 junction improvements and provision of the Elwick Bypass* – HBC in agreement with the Highways England that there is capacity following the closure of the three central reservations on the A19 (Dalton Piercy, Elwick South and Elwick North) to allow the development to up to 428 dwellings (220 at Quarry Farm 2 and 208 at High Tunstall) of the 1500 dwellings proposed on the western edge of urban Hartlepool, this is in the context of this gap closure being the first phase and a precursor to the strategic infrastructure improvements in this location. A Grampian condition is being drafted with the relevant developers to ensure all parties are clear on the timescales for the infrastructure requirements. The 428

dwellings are still required to make the per dwelling contribution to the bypass and grade separated junction as without those the first phase would be unacceptable as a stand-alone proposal. It is of note that additional modelling by the High Tunstall developer indicated that a further 200 properties (over and above the 428) could be built before a severe impact on traffic would be experienced at the Wooler Road/Elwick Road/Park Road junction, although this is yet to be independently verified for the Council.

**Q5. 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?**

Yes, Policy CC1 (Minimising and adapting to climate change) requires that *‘major developments include opportunities for charging electric and hybrid vehicles’* and Policy INF1 (Sustainable Transport Network) provides comprehensive reference to non-car modes of sustainable transport. INF2 (Improving Connectivity in Hartlepool) specifically states *“Delivering sustainable transport in Hartlepool will be achieved through a balanced package of measures that seek to:*

*1) maximise the level of sustainable access to areas of development, particularly through good quality public transport services and safe, attractive and, where appropriate, well lit pedestrian and cycle routes, and*  
*2) develop further opportunities for sustainable modes of transport to serve existing communities throughout the Borough.”*

**Q6. Does the Plan propose or support proposals to improve connectivity by foot and cycle to the Southern Business Zone area? Is a bridge over the A689 in the Sappers Corner vicinity likely during the Plan period<sup>1</sup>?**

There are no plans for a pedestrian / cycle bridge over the A689 at Sappers Corner. There are already light controlled Toucan crossings at Sappers Corner and Queens Meadow Junctions, it is also planned to introduce a safe cycle route between Sappers corner and Wynyard. This will be funded through developer contributions associated to development at Wynyard. Queens Meadow is served by a traffic free cycle path, and there is an on carriageway cycle route along the length of Brenda Road between the A689 and Tees Road (A178) providing access to the employment areas forming the Southern Business Zone.

## **Issue 2 – Education and Health Infrastructure**

**Q7. The Education Funding Agency [representation Pub0126] had advised that funding only applies for 2FE primary schools. Is this reflected in the Local Infrastructure Plan (LIP)? Does this have viability/delivery implications under Policy INF4 for strategic sites at High Tunstall, the South West Extension and Wynyard?**

The comments received by the Education Funding Agency (now the Education, Skills and Funding Agency (ESFA)) have not yet been incorporated into the Local Infrastructure Plan (LIP), however the costs for primary and secondary contributions have been assumed within the deliverability risk assessment and assumed that developer contributions would be required.

If grant is available through the ESFA (through future free schools scheme) or the local education authority is able to bid through the local authority presumption free schools route this would obviously improve the viability to the developers who may then just have to contribute the land; this would then enable the developer contributions to be switched to contribute a higher level of affordable housing.

---

<sup>1</sup> Para 7.2 of the Local Infrastructure Plan, bullet point 1 refers to Sappers Corner

**Q8. Is paragraph 11.8 of the LIP on anticipated education requirements arising from growth up-to-date?**

Yes, the information as set out in 11.8 of the LIP is up to date in relation to the education requirements of the strategic sites. For further clarification in relation to the primary school on the High Tunstall site, land will be allocated to accommodate a two form entry to allow for choice in size of school development, this may be determined by funding opportunities. The proposals at Wynyard Park within Policy INF3 also safeguard sufficient land for a two form entry school should funding opportunities favour a two form school over a one form entry school.

**Q9. What is the most up-to-date position regarding hospital/community health provision in the Borough? Is INF3 sufficient and agreed with NHS Trust? Is a new hospital at Wynyard ruled out during the plan period?**

Section 10.5 of the Local Infrastructure Plan (LIP) (HLP03/20) details the wide range of health care facilities available in Hartlepool. Further to section 10.4 of the LIP, the focus of hospital health care in Hartlepool will remain at University Hospital Hartlepool, with a full range of hospital services being delivered from this site and North Tees in Stockton, the two major service hubs for the Hartlepool and North Tees area. Since the publication of the LIP no further policy decision has been made by central government to fund a new hospital at the Wynyard site and therefore, at present, a new hospital is ruled out within the plan period. As such the focus of services remains at existing sites supported by INF3 (University Hospital of Hartlepool) which aims to ensure that health related services remain on this site, NHS Hartlepool and Stockton-on-Tees Trust were consulted as part of the statutory consultation procedure on the development of the emerging Local Plan.

### **Issue 3 – Funding for Infrastructure**

**Q10. 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?**

The emerging Tees Valley Strategic Transport Plan is a live and developing document; whilst the current version does not directly reference detail of Hartlepool's infrastructure priorities, the Council is working closely to with the Tees Valley Combined Authority to ensure that the Elwick Bypass and Grade Separated Junction is a regional infrastructure priority. As such future versions of the emerging Tees Valley Strategic Transport Plan will reference this strategic infrastructure investment and detail the potential funding options being progressed.

The Council has submitted a funding bid for £10million to the Department for Transport's (DfT) National Productivity Investment Fund for the Elwick Bypass and Grade Separated Junction; confirmation of this funding is due in the Autumn Budget. The Tees Valley Combined Authority (TVCA) are actively supporting this bid, a letter of support from the TVCA was submitted with the NPIF bid and TVCA featured this infrastructure project as a strategic priority in a recent presentation to the Director General of DfT. The Council is in the process of submitting a further funding application to the Housing Investment Fund funded by DCLG via the Homes and Communities Agency (HCA). The funding streams will be referenced in the Tees Valley Strategic Transport Plan.

- Q11. 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?**

The improvements as identified have not yet been undertaken. For the proposed improvements to the A689 to the west of the A19 under the Local Growth Fund, there are trigger points within the S106 legal agreements for the consented developments in SBC for the 400dwelling and 500dwelling developments. These developments will pay back the LGF loan through developer contributions. The improvements to the east of the A19 will be funded by the south west extension development. Additional improvements will be required on the A19 / A689 junction in order for the proposed LP Wynyard development to be undertaken; these highway works are expected to be in the region of £5million and will be funded by the developers of sites within Hartlepool and Stockton to the north of the A689. As a worst case scenario, the total costs have been factored in to the Deliverability Risk Assessment (EX/HBC/64) for Hartlepool and are not considered to be a risk to development.

- Q12. Is the A19 widening between Norton and Wynyard fully funded and programmed to commence in 2020?**

Yes. The A19 Widening between Norton and Wynyard was fully funded and programmed to commence in 2020 at the publication of the first Road Investment strategy in 2015. The project has progressed into detailed design and remains on programme to commence work in March 2020. These works are funded by central government.