

Hartlepool Local Plan Examination 2017

Submission on behalf of Tunstall Homes Ltd

Response to Inspector's Matters, Issues and Questions

September 2017

Matter 8 – High Tunstall and Quarry Farm

Policy HSG5 and 5a

Issue 1 – Site Context

- Q2 Should the Plan contain an indicative concept plan or require a masterplan (in addition to the phasing plan) to provide a sound basis for the strategic planning of the site and its sustained delivery during the Plan period?
- HBC could submit a simplified version of the revised masterplan submitted to them in respect of the High Tunstall application of the masterplan itself, which includes the details of the Story application .
- Q3 Does the Sustainability Appraisal (including Addendums) adequately assess the likely effects of the High Tunstall Strategic Site and test it against reasonable alternatives?
- Tunstall Homes has no issue with the Sustainability Appraisal insofar as it refers to the High Tunstall site.
- Q4 Are the boundaries and extent of the sites correctly defined? What is the extent of safeguarded land at Hart Quarry – does it affect land proposals at Quarry Farm?
- The High Tunstall site is shown correctly, i.e. in accordance with the revised masterplan submitted with the current planning application but, as previously advised, Tunstall Homes has options over land to the immediate west and south (as shown on the original masterplan) that could provide for an additional 400 dwellings.

Issue 2 – Site Delivery

The infrastructure requirements are identified in aggregated form at Appendix 1 of the LIP (pages 56-62). See also Question 6 under Matter 15 on Plan Viability.

- Q5 Does the infrastructure evidence demonstrate that the proposals is soundly based and can be delivered in a timely and satisfactory manner?

- Reference is made to the SoCG, jointly prepared by HBC, Highways England and Tunstall Homes Ltd.
- As identified in Appendix 1 of the LIP, a number of highway improvement measures have been identified which are required to accommodate traffic generated by the proposed allocation. The improvement measures have been appropriately assessed, using up-to-date evidence, which has demonstrated that they provide the necessary capacity to allow the allocation to be implemented and offer wider benefits to the town.
- A number of trigger points have been identified, and agreed with the highway authorities, for the implementation of the highway infrastructure.

Q6 What is the mechanism to fund/deliver the Elwick bypass and grade separated junction on the A19? Table 2 of the LIP at pages 17-18 refer to LGF and other possible sources, including prudential borrowing. What is the latest situation? Is there agreement from affected parties as to how this infrastructure will be funded, possibly through claw-back arrangements? Is it unduly complex?

- Reference is made to the SoCG, jointly prepared by HBC, Highways England and Tunstall Homes Ltd.

Q7 Is the £18million cost for the grade separated junction and bypass accurate? Is the 2018 construction date and 2020 completion date at Table 2 of the LIP realistic?

- Reference is made to the SoCG, jointly prepared by HBC, Highways England and Tunstall Homes Ltd.
- This matter is principally addressed by HBC and HE.

Q8 Does the transport assessment work and engagement with Highways England demonstrate that on transport grounds, the residual cumulative impact of the development at this site would not be severe (NPPF, paragraph 32). Has transport modelling work for High Tunstall assessed alternative capacities for the High Tunstall site?

- Reference is made to the SoCG, jointly prepared by HBC, Highways England and Tunstall Homes Ltd.
- The assessments undertaken demonstrate that, subject to the identified highway mitigation measures being implemented, the traffic generated by the proposed allocation at High Tunstall can be accommodated on the local and strategic road networks. The identified mitigation provides the required capacity and no road safety issues have been identified.
- It has been confirmed, and agreed by all parties, that the residual impact of development at High Tunstall would not be severe, in the context of NPPF.
- It should also be noted that the construction of a third major access on to the A19 at Elwick, as a direct result of the proposed allocation, offers wider benefits across the town as it provides residents and visitors with an alternatives route.
- The delivery of a significant scale of housing at High Tunstall offers real opportunities to secure further viable public transport services, promote linked trips and movement by

more sustainable means. The benefits of this scale of development, adjacent to the existing built up area, include:

- The opportunity to provide a range of facilities and services within the development, including a primary school.
- An increase in the number of internal and linked trips, thus reducing flows on the adjacent road network.
- The opportunity to deliver sustainable transport infrastructure, principally bus routes, and additional cycle and pedestrian facilities.
- Lower car ownership as a result of the high quality public transport service and the accessibility of amenities and community facilities.

Q9 There is some local concern about impacts on the highway network in Hartlepool as a consequence of an improved third route from the A19. The LIP refers to junction improvements at Elwick Road/Park Road/Wooler Road junction. Is a scheme being investigated and is it necessary to accommodate the impact arising from these developments?

- Reference is made to the SoCG, jointly prepared by HBC, Highways England and Tunstall Homes Ltd.
- In our view, it is important to consider the wider implications, and benefits, of the infrastructure associated with the proposed allocation at High Tunstall.
- The existing road layout of Hartlepool already offers a number of routes to travel to and from the town centre, which provides residents and visitors with a choice, depending on existing and future traffic conditions. The construction of a third major access on to the A19 at Elwick, as a direct result of the proposed allocation, will offer wider benefits across the town as it will further increase the available route choices.
- In addition to the direct mitigation associated with the proposed allocation at High Tunstall, the improvements to Sheraton Interchange (funded by Highways England) and associated central reserve closures (funded by developers) at three locations on the A19 will significantly improve the road safety and better manage vehicle movements.
- Policy INF2 in the draft Local Plan includes a link road between approved housing development at South West Extension and proposed development at High Tunstall. The completion of this link road would offer further choice and is anticipated to provide relief to some existing roads in the town, including Wooler Road and Elwick Road.
- Notwithstanding the above, a preliminary improvement scheme to increase the capacity of the Elwick Road/Park Road/Wooler Road junction has been identified and agreed with the local highway authority. The scheme also provides for improved pedestrian crossing facilities.
- The initial assessments suggest that the improvement will not be required until circa 600 units have been occupied on the High Tunstall. Given the scale of build out, this is anticipated in excess of 6 years from commencement of the development.
- It should be noted that, in the absence of the third connection to the A19, the existing two principal routes (A689 and A179) would become increasingly congested with associated road safety issues.

Q10 Would there be capacity in infrastructure and services to serve the planned housing growth?

- (i) School provision
- (ii) Health facilities
- (iii) Leisure, public open space, allotments

- The masterplan submitted with the High Tunstall planning application makes provision for a 2FE primary school, health facilities within the proposed local centre together with leisure, public open space, allotments.

Q11 Having regard to the Habitat Regulations Assessment 2016 (Document NT01/8) would suitable mitigation need to be secured to ensure no significant adverse effect on the Coastal SPAs and SAC?

- Mitigation has been agreed with HBC in respect of the High Tunstall application and suitable alternative natural green space (SANGS) is shown to be provided on the western edge of the development.

Q12 Are there any known ecological constraints? Has there been any preliminary ecological survey work? Does the scale of the site enable mitigation for farmland bird species and the establishment of green/wildlife corridors?

- The planning application submission includes an ecological appraisal, prepared by Naturally Wild, and in July 2016 a document entitled 'Information to Inform a Habitats Regulations Assessment (HRA)' was submitted to HBC. Mitigation for farmland bird species is provided for.

Q13 Does the Plan's proposal for housing at this location take account of the proximity of the gas pipeline?

- Yes, the masterplan submitted with the application shows a 14m wide safeguarding area to both side of the high pressure gas pipeline, as required by Northern Gas Networks. Consequently, a 30m wide linear area of amenity open space (parkland) will be provided in this location.

Q14 Is the extent site consistent with the evidence on landscape (including the additional evidence on the strategic gap (EX/HBC/22&23))? Would the rural setting of Dalton Piercy be preserved?

- Yes and yes.

Issue 3 – Site Capacity

Q15 Is the SHLAA assessment realistic? How will early and appreciable delivery be secured? Is the Council's assessment of timeframe for delivery aligned to that of the site developer?

- As previously advised, Story Homes/Tunstall Homes have a current hybrid application lodged with HBC for 153 units (full permission, Story Homes) and 55 self-build plots (outline permission, Tunstall Homes). Moreover, Avant Homes are in negotiations and currently preparing a scheme for 100 units within the site and Wynyard Homes (presently developing a scheme of 39 executive units adjacent to the eastern edge of the site) will take a further

100 units. Furthermore, Tunstall Homes have received a lot of interest for the self-build element of the hybrid application currently awaiting determination.

It is envisaged that the site will support 3 large/medium sized house-builders in addition to self-build development at any one time. The target house-builders to undertake the development will be those with no options or existing land-holdings in the main development area of Hartlepool, i.e. excepting Wynyard (not Bellway, Persimmon or Taylor Wimpey) to ensure early and appreciable delivery.

The above supports the projected delivery rate of 100 units per annum following commencement and completion of the new A19/Elwick grade separated junction and the Elwick by-pass. The first 208 units by Story Homes & Tunstall Homes can proceed once the upgrade of the A179 junction and closure of the A19 central reservation gaps adjacent to the Elwick and Dalton Piercy junctions has been completed – scheduled to commence early 2018 with completion by September 2018. Grampian conditions covering these issues have been agreed with Highways England.

The A19 /Elwick interchange and the Elwick by-pass are due for completion mid/late 2020. A Grampian condition has been agreed with Highways England that once the works are underway dwellings over the initial 208 units can be occupied.

Q16 Does 'approximately' in Policies HSG5 & 5a readily translate as 'at least' or is 1,200 and 220 dwellings effectively the sum capacity of this area? Have alternative capacity options been appraised?

- We assess the capacity of the proposed High Tunstall allocation area at 1,200 dwellings. However, as previously advised, Tunstall Homes has land to the immediate west and south of the proposed allocation under option, which could accommodate an extra 400 dwellings

Q17 Does the viability of the infrastructure and affordable housing provision render the sites undeliverable or justify an enlarged allocation? Has the submitted Plan struck the right balance?

- Tunstall Homes are confident that their site is deliverable, as evidenced by their own commitment to the scheme and interest shown in it by Story Homes (currently application lodged with HBC), Wynyard Homes, Avant Homes and numerous self-builders and supported by the viability assessments submitted with, and updated since, their outline planning application .

The additional 400 homes referred to above, that could be provided if an enlarged allocation was provided for, would lead to additional S106 contributions, infrastructure payments, New Homes Bonus monies etc, and also enhancing further the site's deliverability.

Q18 Should additional land be allocated at Quarry Farm 3 for 450 dwellings (Cecil M Yuill Ltd) in lieu of development at Wynyard Park? Has Quarry Farm 3 been appraised by the Council as part of the SHLAA, SA or strategic gap analyses?

- No, additional land should not be allocated at Quarry Farm 3 *in lieu of* Wynyard Park.

- If, however, additional land were found to be needed, for example following consideration of the OAN, Tunstall Homes would submit that if allocations are to be revised then it would be better to increase the allocation at High Tunstall, where a number of developers would be building contemporaneously (thus assisting a continuing supply of housing), than at Quarry Farm, where only one developer would be building.

Q19 Would additional development at the Quarry Farm location ensure the viable delivery of highway improvement works?

- It has not been shown that additional development at Quarry Farm is needed to ensure delivery of the works.