



High Tunstall Masterplan

RE: Hartlepool Local Plan Policy HSG5,
High Tunstall Strategic Housing Site

Prepared on behalf of Tunstall Homes Ltd
For Hartlepool Borough Council



Document:

Masterplan

Site:

High Tunstall Strategic Housing Site,
Hartlepool Local Plan Policy HSG5

Prepared on behalf of:

Tunstall Homes Ltd
For Hartlepool Borough Council

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1 Introduction

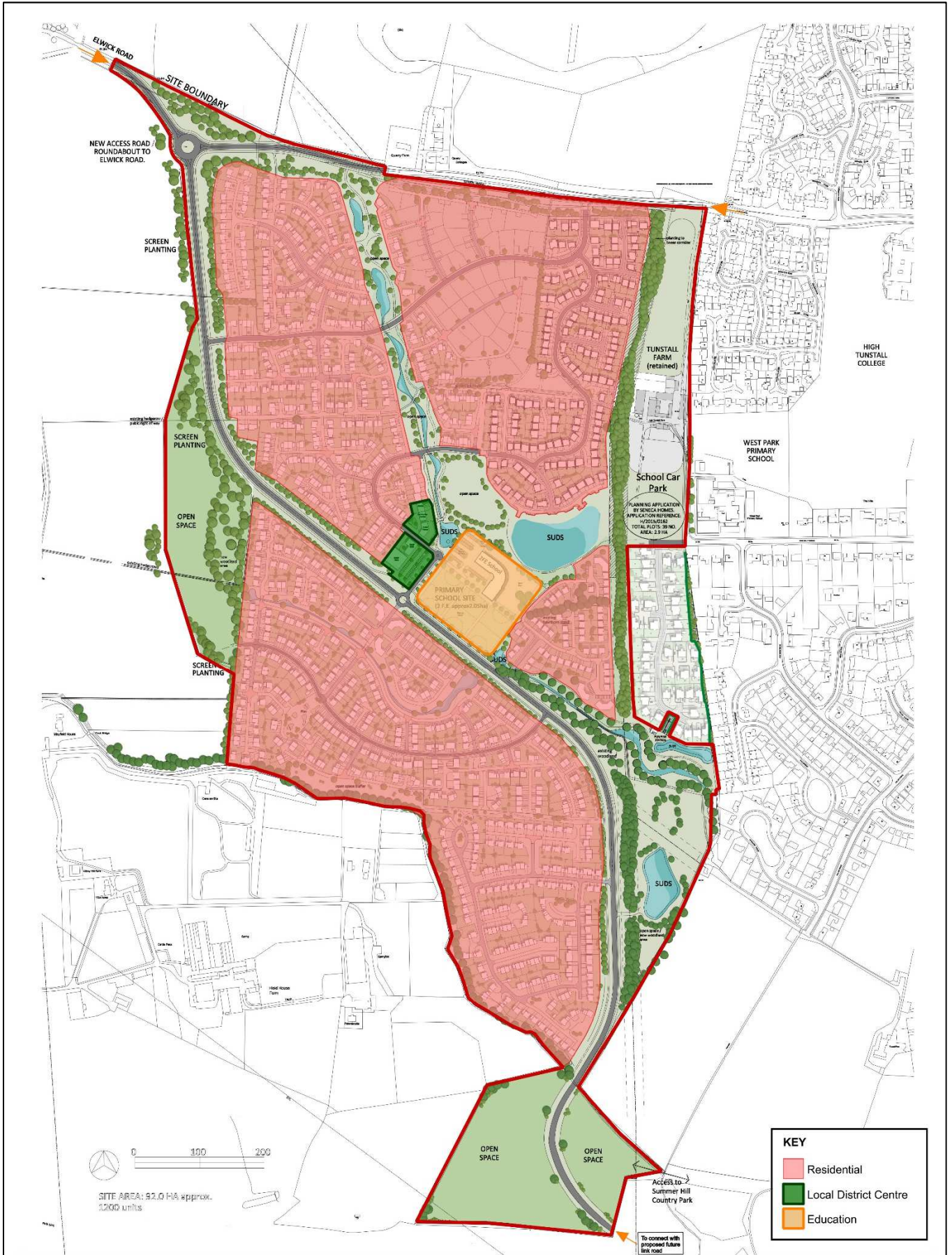
- 1.1 Policy HSG5 of the Hartlepool Local Plan (May 2018) allocates an area of some 83.5 hectares of land south of Elwick Road, High Tunstall, as a Strategic Housing Site that will deliver approximately 1,200 dwellings.
- 1.2 The development will deliver approximately 1,200 dwellings; a neighbourhood centre including a primary school; a distributor road passing generally north west-south east through the site from Elwick Road at the north west corner of the site; and areas of landscaped open space, including 'suitable alternative natural green spaces' (SANGS).
- 1.3 Of the 83.5 ha. site, no more than 69.1ha of land will be developed for new housing and associated transport infrastructure. 2.4ha of land will be set aside for the neighbourhood centre, which will include local shopping, leisure, health and other community facilities; together with land for a primary school. Approximately 17ha of multifunctional green infrastructure including the required level of SANGS, formal and informal leisure, education related sports provision and recreational facilities will be provided.
- 1.4 The masterplan provides an indication of the anticipated overall development which, it is envisaged, will be constructed over a 10-13 year build-out period and by a number of different house-builders. Anticipated phasing of the development is also referred to.
- 1.5 The overriding design logic for this forward-looking masterplan is for the creation of a sustainable and integrated community that benefits from practical urban design features that will encourage residents to lead healthy and socially integrated lifestyles. The aim is to achieve a high quality development through good design and the efficient use of resources, ensuring that the development supports the existing local and wider Hartlepool communities and contributes to the creation of safe, sustainable, and attractive residential environment.



2 Development Composition

- 2.1 Whilst the masterplan diagrams have been prepared for illustrative purposes, they do indicate key design ambitions. The main principle of the overall indicative residential layout is to create a residential development of good quality housing befitting the site. The indicative layout aims to generate layout, design and specification of housing at a scale that will generate significantly lower energy use than piecemeal development of smaller scale sites in existing urban areas.
- 2.2 The masterplan seeks to engender the development with a sense of place. The masterplan diagrams have utilised a number of spatial sequences, which logically flow one into the other within the proposed development, to achieve this. These have included the inter-play of the surrounding built form, significant buildings, landscape features, pinch points and view stops.
- 2.3 The masterplan has been created to accord with 'modern day design principles' such as Secured by Design, and the Manual for Streets. Tree lined boulevards create an attractive environment for residents and members of the public, while the positioning of open spaces create vista's into and out of the development.
- 2.4 In summary the proposal is to construct a high quality housing-led development in a landscaped setting that will complement the surrounding area and prove attractive to potential occupiers.
- 2.5 In total, the proposed development comprises up to 1,200 dwellings of up to 2½ storeys in height; a neighbourhood centre comprising a parade of local shops, a public house, crèche; community centre and a GP's surgery; a primary school; associated areas of greenspace (playspace; informal recreational areas, including 'suitable alternative natural green spaces' (SANGS); and amenity landscaping); roads; pedestrian routes; and cycleways.
- 2.6 Attached overleaf is a copy of the 'zoning and land use' master plan diagram (drawing MP01).





3 Phasing

3.1 It is envisaged that the development will be undertaken in 8 main phases although given the scale of the development it is envisaged that construction of these phases could be further sub-divided between two or more house-builders. Overall, the development is likely to be undertaken by a number of house-builders with the neighbourhood centre involving a number of construction companies.

3.2 As an approximation, it is considered that the number of dwellings delivered in each phase could be as follows:

Phase 1 - 208

Phase 2 - 168

Phase 3 - 108

Phase 4 - 125

Phase 5 - 105

Phase 6 - 168

Phase 7 - 168

Phase 8 - 150

Note: None of the first 208 dwellings within Phase 1 can be occupied until works to the A179/A19 junction and works to close the gaps in the central reservation of the A19 at the Elwick (north and south) and Dalton Piercy junctions are complete. Prior to the occupation of any of the dwellings within phases 2-8 the scheme to provide the northern bypass of Elwick Village and the grade separated junction on the A19 at the northern junction with the A19 shall be operational. Further information on these highway works is provided at Section 6, 'Access and Related Infrastructure', of this Statement.

3.3 Consultation has taken place with volume house-builders on realistic build-out rates, having regard to the state of the housing market and performance of existing sites. Assuming the site is developed by three independent house-builders at any one time, it is estimated that up to 80 units a year could be completed. This would give rise to a 13 year build-out period. If four developers worked on the site, up to 100 units might be achieved, reducing the overall build-out period to around 10 years.

3.4 It is clear from such scenarios that a 10-13 year build-out period is envisaged, unless in the intervening time there are substantial improvements in the housing market. If Brexit negotiations flounder and/or the economy hits a down-turn, however, the build out period could lengthen.

3.5 Despite the uncertainties mentioned above, in order to aid Council officers in discussions with key providers such as utilities planning and education provision, indicative timescales as to the commencement of the 8 phases of the development follows. These indicative timescales should be treated with caution, however, and are subject to change should there be a downturn in the housing market.

Phase 1 - 2019

Phase 2 - 2022



Phase 3 - 2025

Phase 4 - 2026

Phase 5 - 2027

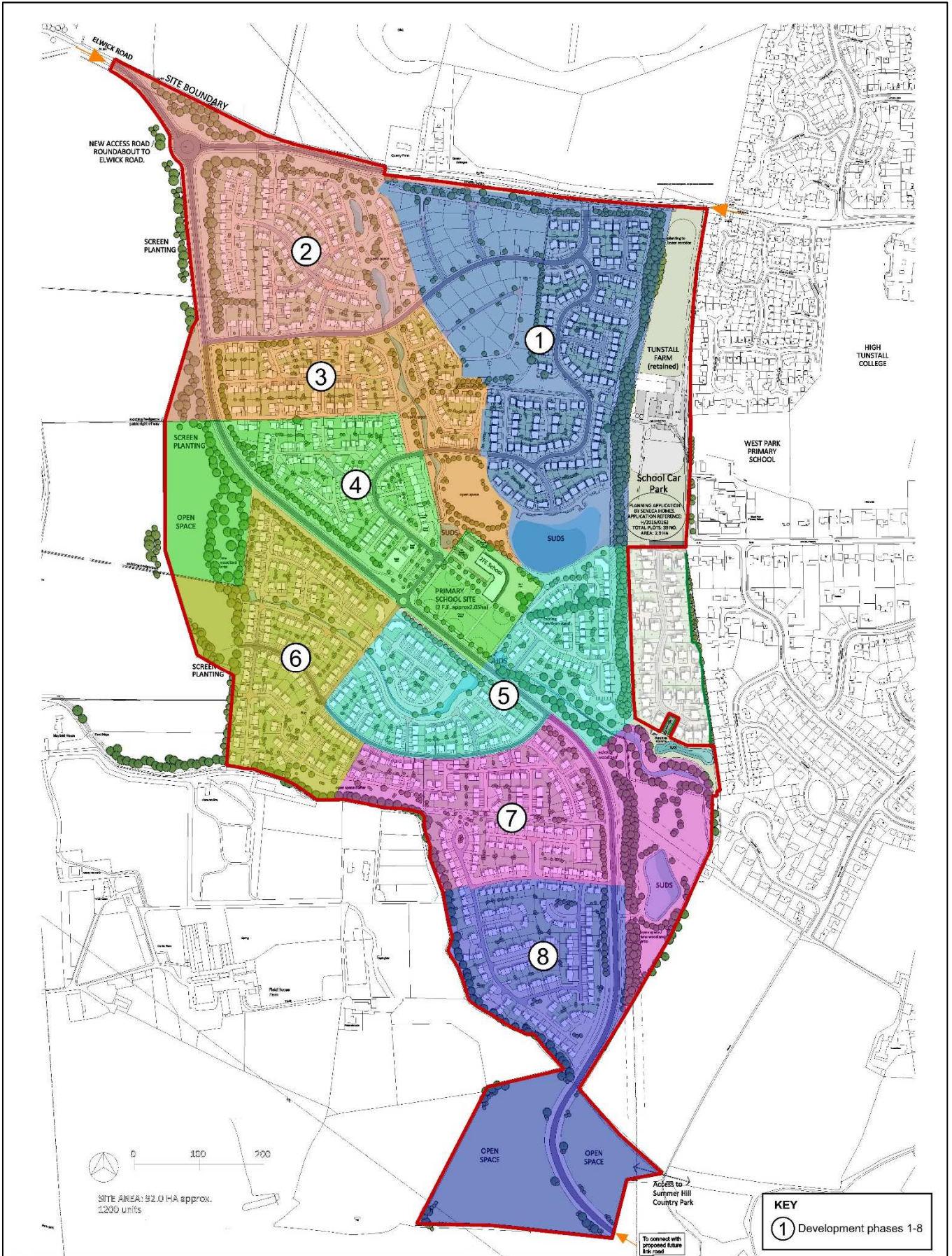
Phase 6 - 2028

Phase 7 - 2029

Phase 8 - 2030

- 3.6 Attached overleaf is a copy of the 'phasing' diagram (drawing MP02), which indicates the manner in which the development is expected to be built out.





4 Housing Development

- 4.1 As set out within Policy Hsg5, 1,200 dwellings will be provided on an area of land not exceeding 69.1 hectares. The dwellings will be provided in a range of types, scales and contemporary designs typical of the volume house-builders, details of which will be determined through future reserved matters applications. It is anticipated that the dwellings will comprise the following mix: approximately 200 no. 2-bed homes, 600 no. 3-bed homes and 400 no. 4 or 5-bed homes.
- 4.2 With the exception to the single storey flat roof school buildings of West Park Primary School to the west, the remainder of the site's immediate context consists of 2 and 2½ storey domestic housing typical of most UK suburban fringes. It is therefore proposed that the dwellings will also be of similar scale akin to lower density housing, with the opportunity for increased scale towards the neighbourhood centre to enable increased density and identity. It is anticipated that most properties will be provided as 2 storey houses with some 2½ storey properties (i.e. upper floor provide within roofspace) and a proportion being provided as bungalows.
- 4.3 Predominantly the development will deliver detached and semi-detached houses in plots which will accommodate parking within the plot and deliver gardens which will meet the needs of an active family. Well-designed attractive and spacious external space, underpins and reinforces the attractive landscape framework which defines the site, and gives families the opportunity of benefitting from the site's close proximity to the surrounding countryside and all the recreation advantages offered therein. It is proposed that the overall densities increase towards the local centre and gateway entrances and reduce towards the boundaries of the site, especially that adjacent to the West Park residential neighbourhood, to allow more green space to filtrate the development.
- 4.4 It is proposed that whilst demand is for predominately family accommodation of both medium and low density, this will be complemented by the inclusion of private apartments in the vicinity of the neighbourhood centre.
- 4.5 It is intended that the site will be developed with different densities across the site, ranging from 10-45 dwellings per hectare in response to the varying demand. Varying density, both within and between phases, will assist in providing a contrast in form and appearance across the site which will assist in creating interesting variety and a sense of place. In the main, however, housing density will generally be in the range 25-30 dwellings per hectare. Higher density housing, up towards 45dph, will only be acceptable where apartments are proposed (in the vicinity of the neighbourhood centre), such high density housing is not considered appropriate for family homes on this site. The lower density housing, 10dph, will be delivered on self-build plots. To ensure a high quality feel on these plots, buildings should not cover more than 30% of the overall plot.
- 4.6 The overall aim is that the housing development will achieve the following:
- Provide high quality urban design frontages with clearly articulated entrances to enable the pedestrian to orientate themselves around the residential layout;



- Utilise the opportunity provided through the orientation of the site to provide as many south-east to south-west facing primary elevations as possible in order to optimise natural solar gain, without incurring over-heating, and allow for opportunities for south-east to south-west facing sloping roofs for the integration of solar powered alternative energy sources;
- Utilise design principles to enable suitable facing of residential development that allows neighbours the opportunity of getting to know each other in communities of twenty to thirty housing units;
- Contain car parking through a variety of techniques; and minimising large areas of hardstanding for car parking within the streetscape;
- Provide pedestrian primacy with good visual surveillance to public and semi-private areas and in this regard the “Manual for Streets” document has been utilised as the design guide for the detailed design of the highways and parking elements of the scheme;
- In line with the Residential Design SPD, the use of Building for Life 12 from the conception of a scheme is encouraged to ensure design quality; and
- The use of National Space Standards in line with the requirement in the Residential Design SPD will also ensure dwellings are created to modern standards providing high quality living space.



5 Neighbourhood Centre

- 5.1 As befits a development of the scale proposed, a neighbourhood centre is to be provided towards the centre of the overall site, with access to it taken from the proposed distributor road.
- 5.2 The neighbourhood centre will provide the following facilities: a small local shopping parade (providing up to 250m² of retail floorspace); a family public house restaurant; crèche; community centre (up to 500m² floorspace); GP's surgery; together with associated landscaping and car parking.
- 5.3 The neighbourhood centre will likely be single storey although apartments could be provided at first and possibly second floor above some of the units. A high quality design on units will help to ensure that the Local Centre creates a focal point within the centre of the overall development area and creates a vibrant community hub.
- 5.4 Acknowledging that education infrastructure is an integral part of a new large-scale residential development such as that proposed, some 2.05 hectares of land adjacent to the neighbourhood centre has been set aside to allow for a 2 form entry primary school, in accordance with Local Plan Policy INF4. However, it is not financially viable for the developer to provide the school building nor is it feasible to access the land set aside for the school land until phase 4 of the development is well underway (circa completion of the 550th dwelling, 2025-26). This is noted and acknowledged by the Council.
- 5.5 Pupil yields from the occupied housing will be reviewed regularly and the impact on education provision throughout the phasing of the development will be monitored. Should temporary education accommodation be required, the developer will liaise with the Local Education Authority to deliver a satisfactory temporary solution. The emerging pupil yields will be communicated to the Department for Education (DfE) and the Council hopes education infrastructure funding will be allocated should there be pressure for places in the locality.



6 Access and Related Infrastructure

- 6.1 Access to the site will be principally be taken via the new distributor road passing through the site and linking to Elwick Road at the north west corner of the site in the form of a three-leg roundabout. A secondary access, in the form of a new ghost-island priority-controlled junction, will be taken from Elwick Road towards the north east corner of the site, with roads continuing into the wider development.
- 6.2 In association with the works to provide the new accesses, Elwick Road in the vicinity of the site will be upgraded. The road is to be widened to a 7.3m carriageway width along the site frontage and realigned to accommodate adequate entry deflection to the proposed site access roundabout. In addition, the speed reduction (30mph signage) will be moved further westwards from the current position as well as new street lighting and signage being provided.
- 6.3 A key aspect of the proposed development, which provides a wider long-term benefit for Hartlepool, is that the proposed new distributor road through the development site. From the new roundabout on Elwick Road, connectivity is provided with the A19 at Elwick, in the form a new grade-separated junction (with Elwick being provided with a northern bypass) and the A179 at Hart Village. Moreover, the distributor road will contribute the first (northern) phase of a Western Relief Road for Hartlepool, potentially linking southwards to the A689 and/or Brierton Lane and forming a new integrated link with the existing road network.
- 6.4 Following lengthy discussions with the Local Highway Authority and Highways England, a series of works on the A19 have been agreed in order to allow development at High Tunstall and at the nearby but unrelated Quarry Farm 2 site on the north side of Elwick Road to be brought forward:
1. Extensive improvement/signalisation works at the Sheraton interchange are to be delivered by Durham County Council and funded by Highways England to address problems of traffic queuing back onto the A19.
 2. Following completion of these works the central gaps on the A19 at the two Elwick junctions and the Dalton Piercy junction are to be closed. The gap closure scheme will address long-standing concerns about right turning traffic on the A19 by preventing such manoeuvres at the three junctions.
 3. The works referred to at 1 and 2 above shall be completed prior to the occupation of any of the dwellings within Phase 1 of the development (the first 208 dwellings) can be occupied.
 4. Prior to the occupation of any of the dwellings within Phases 2-8 inclusive, the scheme to provide the northern bypass of Elwick Village and the grade separated junction on the A19 at the northern junction with the A19 shall have been completed and be operational to the satisfaction of the Local Planning Authority. This scheme is being developed by Hartlepool Borough Council.
 5. Currently the Hartlepool Western Growth Corridor is going through a detailed design process. It is anticipated that planning permission will be sought in January 2019 with a view to being granted approximately 16 weeks later. Land negotiations are currently on going. Should discussions progress and land acquisitions be accomplished, work on the bypass could commence as early summer 2019 subject to securing all the necessary agreements. Should land negotiations breakdown then a CPO will be required. Should

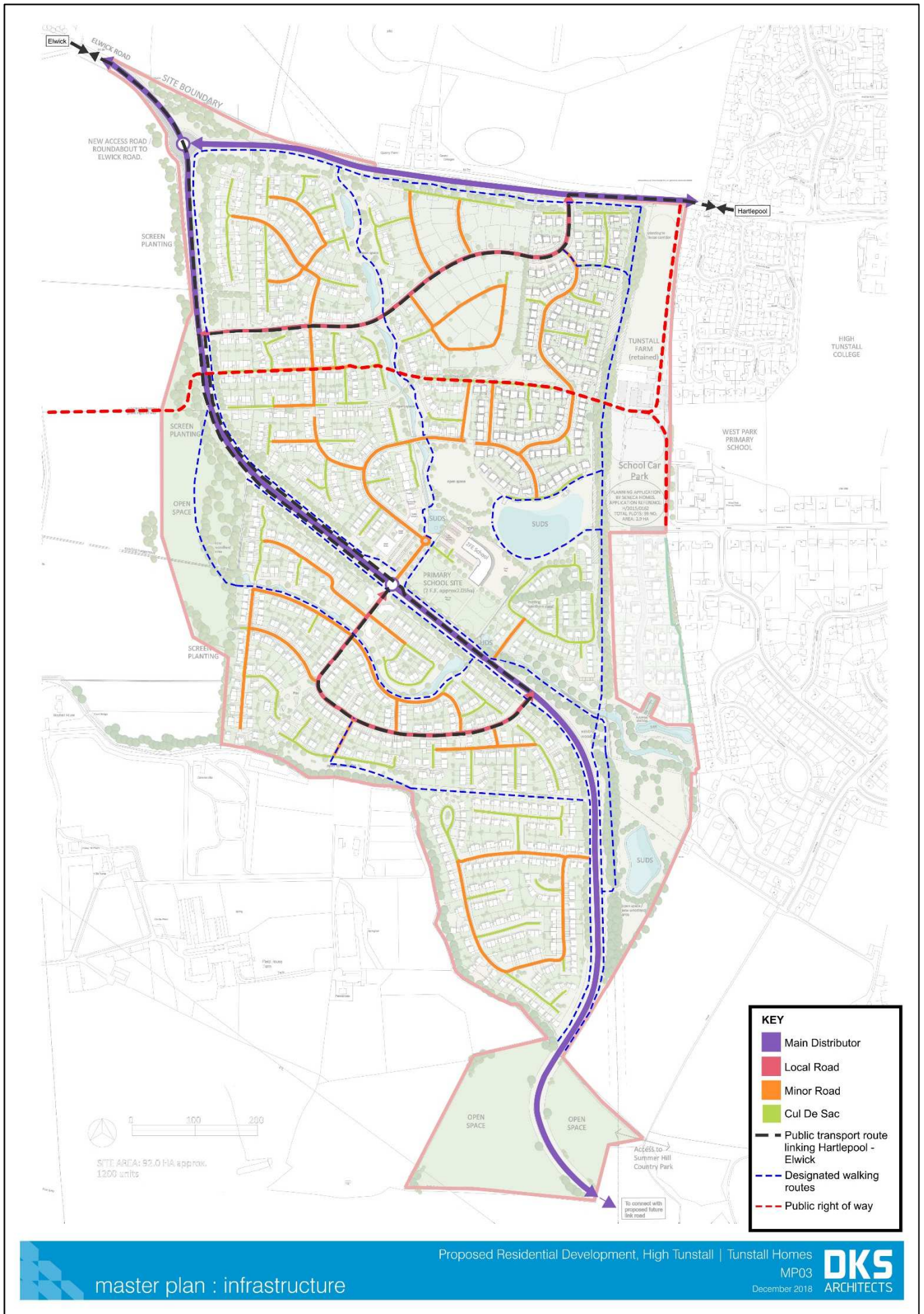


this risk be realised then construction is unlikely to commence until summer 2021. The anticipated duration of the project once on site is two years.

- 6.5 All roads within the site will be designed in line with the requirements set out in the 'Tees Valley Design Guide' and the detailed layouts agreed, at the appropriate time, with the local highway authority. Due cognisance will also be given the guidance contained within Manual for Streets.
- 6.6 The site layout will aim to maximise pedestrian and cycle connectivity, both within the site and to the wider area. Pedestrians and cyclists will be able to access the site from two principal locations:
- Elwick Road - the proposed vehicular accesses onto Elwick Road will be available for use by pedestrians and cyclists, with footways and informal crossings provided at the junctions, and will connect to existing pedestrian infrastructure along this corridor. A new shared cycle/footway will be provided along the southern side of Elwick Road, for the length of the site frontage, thus providing a direct connection to the existing residential areas to the east of the site.
 - Coniscliffe Road - a dedicated and high-quality connection will be provided between the site and Coniscliffe Road, to ensure a direct pedestrian and cycle link between existing residential areas and the proposed local neighbourhood centre. In addition, the link will provide a safe and direct connection to West Park Primary School.
- 6.7 In addition to the above, an existing Public Right of Way (Public Footpath No.25, Hartlepool) provides an informal, though direct, pedestrian link between the site and Elwick Road along the eastern boundary of the site. A second Public Right of Way (Public Footpath No.7, Hartlepool) currently crosses the site from the un-named road running alongside the western boundary of the site and links up with FP 25 at High Tunstall Farm. The alignment of this Public Right of Way may be subject to a legal diversion procedure, through the development site.
- 6.8 Within the site itself, a safe and attractive environment for walking and cycling will be provided through new pedestrian links/footpaths and cycleways, which encourages local journeys to be made by foot or by cycle helping to improve the health and wellbeing of residents as well as the environmental benefits of minimising car journeys. An extensive multi-user internal network will be established as part of the green infrastructure provision within the site, as shown on Diagrams MP03 and MP05. This network will enable future residents to make journeys to key locations on-site by foot or by cycle, including the local neighbourhood centre, whilst providing convenient access to off-site routes and nearby locations. The proposed multi-user internal network will include:
- All roads within the site will include 2.0m wide footways, which will be interconnected to the multi-user network.
 - Pedestrian only links have good inter-visibility at both ends. Links will also be well-lit, as well as being either overlooked or open to view.
 - New and upgraded junctions will incorporate dedicated pedestrian/cycle crossing facilities, including dropped kerbs, tactile paving and refuge islands.
 - Public Rights of Way through the site will be retained, subject to any appropriate legal diversion procedures, enhanced and incorporated within the green infrastructure framework.



- New pedestrian links / footpaths will join the existing east/west link and provide circular routes connecting to the six areas of 'Suitable Alternative Green Space' provided throughout the development (see Section 7 of the masterplan) and head south to Summerhill Country Park, from the development.
- 6.9 The proposed distributor road will be designed to accommodate pedestrians and cyclists, with shared cycle/footways and informal crossings provided along the full length of the route and at all junctions, in the form of pedestrian refuge islands with dropped kerbs and tactile paving.
- 6.10 A suggested bus route is shown on diagram MP03 overleaf. Travelling from Hartlepool, the route enters the site at the north east entrance, travels south westwards towards the new distributor road then south along it before entering Phase 5 of the development, passing around the periphery of Phase 5 and then back up the distributor road, leaving the site at the north west entrance before travelling onwards to Elwick.
- 6.11 It is proposed that car parking provision within the site, including at the neighbourhood centre, will be provided in accordance with Local Plan Policy QP3, 'Location, Accessibility, Highway Safety and Parking' and the Tees Valley Guidance.
- 6.12 In order to encourage local cycle journeys, adequate, secure and convenient cycle parking will be provided at the local centre. This will take the form of covered and secure facilities, Sheffield stand cycle loops or similar for short-stay parking, with long-stay cycle storage provided in the form of secure cycle shelters.
- 6.13 Attached overleaf is a copy of the 'infrastructure' diagram (drawing MP03).



SITE AREA: 92.0 HA approx.
1200 units

KEY

- Main Distributor
- Local Road
- Minor Road
- Cul De Sac
- Public transport route linking Hartlepool - Elwick
- Designated walking routes
- Public right of way

7 Landscaping and Amenity Open Space

- 7.1 The need to provide greenspace in the form of structural landscaping, amenity and recreational open space together with children’s playspace as a constituent part of the overall development was recognised at an early stage in the preparation of the masterplan. It is therefore proposed to provide landscaped amenity space, including SANGS (‘Suitable Alternative Natural Greenspace’) throughout the development together with a number of equipped and non-equipped play areas. These areas will be maintained by an appointed Management Company.
- 7.2 Approximately 17ha of multifunctional green infrastructure is to be provided throughout the development, including 6 areas of SANGS. The SANGS areas will amount to 15ha in total, including 5ha to the south of the allocated site (the area annotated NE2i on Diagram 3 of the Local Plan at page 102). SANGS will be delivered primarily along the eastern, western and southern boundaries of the site and will be accessed by a network of new pedestrian links / footpaths providing circular routes throughout the development. One of the requirements of the outline planning application is the annual provision of a spring cereal/ autumn-winter stubble plot for twenty years which is to help off-set the loss of the farm land.
- 7.3 The areas of SANGS are required under the Habitat Regulations, due to the site’s proximity to the coast and the designated ecologically sensitive Teesmouth and Cleveland SPA and Ramsar area, to mitigate for all identified adverse effects that could potentially occur as a result of the proposal. The SANGS provision is primarily aimed at the daily dog walkers and non-dog owning coastal visitors who will live on the development site, providing them with alternative recreational areas to the beaches).
- 7.4 With reference to Diagram MP05, ‘SANGS provision & designated walking routes’ (page 20) and Diagram MP02, ‘Phasing’ (page 9), the delivery of SANGS will be as follows: area 1 will be split between Phases 4 and 6; SANGS area 2 will be delivered as part of Phase 2; SANGS area 3 will be split between Phases 1 and 5; SANGS area 4 will be delivered as part of Phase 7; SANGS area 5 will be split between Phases 6 and 7; and SANGS area 6 will be delivered as part of Phase 8. The pedestrian links / footpaths shown on Diagram MP05 will be provided on a phase by phase basis.
- 7.5 The Northern Gas Networks high pressure gas pipeline that runs north-south close to the eastern boundary of the site has a 14m safeguarding area to either side, within which no occupied building will be permitted although landscaping is allowed. Consequently, a 30m wide linear area of amenity open space (parkland), forming part of the SANGS provision, will be created in this location.
- 7.6 A key aim will be to retain as much of the existing tree cover within the site together with as much of the existing hedgerows as is reasonably possible, accepting that it will be necessary to lose some sections of hedgerow where roads break through them.
- 7.7 The masterplan has taken the opportunity of working with and extending the existing water course route that traverses the site and use it as an amenity feature. In addition to the aesthetic benefits that a meandering water course can give a residential community, the



network of interlinked public spaces proposed will give residents a series of safe, pleasant and healthy 'traffic free' walking, running or cycling routes which extend across the site and the nearby existing bridle and cycle ways whilst also providing further connectivity to Hartlepool town centre and national routes beyond.

- 7.8 A series of SUDs features are provided throughout the development to mitigate the prospect of surface water flooding. The SUDs features will be fenced off for safety purposes and also to ensure that dogs do not enter the water areas. The highway and surface water drainage infrastructure may require works outside the individual phase areas shown on Diagram MP02, 'Phasing', as a result of interdependency between SUDs features. Following completion of a site-wide drainage proposal, an individual schedule and maintenance programme will be provided with each phase making specific reference to reliance on adjacent drainage features.
- 7.9 Attached overleaf are copies of the 'landscaping & open space' and 'SANGS provision and designated walking routes' diagrams (drawings MP04 and MP05).







8 Overall Design Concept

8.1 As evidenced above and with reference to the masterplan diagrams, a series of criteria have informed the overall design concept of the masterplan. These are:

- Existing natural features will be retained and enhanced wherever practical.
- Existing trees will be protected and incorporated into the proposed development wherever possible.
- Existing watercourse to be retained and widened to provide visible SUDS attenuation.
- New neighbourhood centre to be created, suitably positioned to serve new and existing residents, and also attract passing trade.
- Urban design to encourage and promote healthy lifestyle and encourage forms of transport other than the private car.
- Residential layout appearing to grow from the new neighbourhood centre, taking note from neighbouring villages such as Elwick.
- New residential district to benefit from a network of interlinked social and recreational spaces throughout the development all with easy pedestrian access.
- To encourage physical exercise dedicated measured running loop to be created utilising existing and proposed landscape corridors wherever practical
- Proposed pedestrian, cycle and bridleway routes to link to existing routes to encourage interaction of facilities.
- Coniscliffe Road and West Park Primary School linked to new development by pedestrian route only.

8.2 In addition to guidance contained within this Masterplan document, prospective developers should also have regards to the following :

- The Hartlepool Local Plan (May 2018), with particular reference to Policies CC1-CC5 inclusive; INF1, INF2 and INF4; QP1 and QP3-QP7 inclusive; HSG5; and NE1-NE7 inclusive;
- The Hartlepool Residential Design Guide (due to be published early 2019); and
- The National Planning Policy Framework.

