

Oxford Road, Hartlepool





Oxford Road / Cornwall Street

June 2018

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Section I

Introduction

Introduction

Lichfields and IDP have been appointed by Hartlepool Borough Council to undertake a feasibility study for Oxford Road/Cornwall Street. The aim of the study is to develop an appropriate future and vision for the area which will help address a wide range of challenges and issues affecting the area.

This work will be used to inform a new Housing Strategy and Housing Regeneration Strategy currently being developed by HBC.

As part of the commission IDP have considered various design related options and actions which could be implemented in a phased approach to address some of the key issues in the area.



Aerial photograph showing the extent of the study area and relation to wider area

Section 2

Neighbourhood Characteristcs

2.1 Neighbourhood Characteristics

Population Profile

The overall population of the Oxford Road/Cornwall Street area, based on LSOA Mid-Year Estimates (MYEs) is approximately 1,370 (2017).

Analysis of the MYEs (2017) shows that the Oxford Road/Cornwall Street area has a comparatively young population, with 38.1% of the population aged between 18 and 44 years and 32.8% aged between 45 and 64 years. This is higher than the Hartlepool Borough average, where the younger working population comprises 32.1% and the older working population accounts for 27.3%. Older people (those aged 65 and above) make a comparably small proportion of the overall population, 13.8% in the Oxford Road/Cornwall Street area and 19.0% across the wider Borough.

Table 2.1 shows that between 2012 and 2017, there was an overall decrease in the population of the Oxford Road/Cornwall Street (4.4%), compared to a small overall increase in the Hartlepool population over the same period (0.8%). In the Oxford Road/ Cornwall Street area, there was a substantial decline of the population aged 0-17 years (21.0%), compared to a decline of just 1.2% for this group across the Borough.

The younger working age population also declined in Oxford Road/Cornwall Street (11.8%), compared to a decline of 2.5% across Hartlepool. this would suggest there has been a decline in families living in the area



Source: Lichfields / ONS

Table 2.1 Population Profile of Oxford Road/Cornwall Street and Hartlepool

	Oxford Road		Hartlepool	
	2012	2017	2012	2017
0-17 (Children)	18.6%	15.4%	22.0%	21.6%
18-44 (Young	41.3%	38.1%	33.2%	32.1%
Working)				
45-64 (older working)	28.1%	32.8%	27.3%	27.3%
65-84 (elderly)	10.9%	12.4%	15.4%	16.6%
85 + (very old)	1.0%	1.3%	2.1%	2.4%

Source: Mid-Year Population Estimates 2012 and 2017

This population decline was partially offset by:

- Growth of the older working age population (11.4%);
- Growth of the 65-84 age group (8.9%); and
- Growth of the 85+ group (20%).

Over the same period (2012 to 2017), the population of Hartlepool experienced overall growth of 0.8%, including modest decline in the children and young working groups (-1.2% and -2.5% respectively). This was offset by:

- An increase in the older working population (1%);
- A growth of those aged between 65 and 84 (8.5%); and
- A growth of those aged 85+ (15.1%).

The very old population grew by 20.0% (this reflects an increase of only 3 people in absolute terms), compared to a growth across Hartlepool of 15.1%.

Data from the Census 2011 shows that owner occupiers who own their house outright are dominated by households aged 65 and older. Families are more likely to own their property with a mortgage and single person households (excluding those aged 65 and older) are more likely to be in private rented homes.

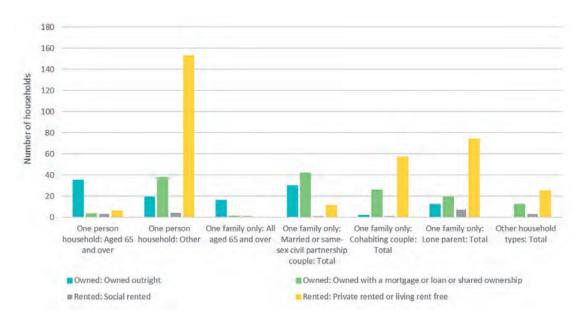


Figure 2.1 Oxford Road / Cornwall Street - Household Composition

Source: Census 2011

Qualifications and Occupations

Census 2011 data highlights that those aged 16 and over with 'no qualifications' comprise over a third (34.5%) of the population of the Oxford Road Ladder Streets (Table 2.2), which is notably higher than across Hartlepool Borough (30.7%) and England (22.5%). Those with Level 4 or higher qualifications account for only 8.2% of the Oxford Road/ Cornwall Street population, compared to 17.6% across Hartlepool and 27.4% in England.

Analysis of Census 2011 data identifies that those in semiroutine occupations make up the largest group within the Oxford Road area (21.5%), followed by those in routine occupations (20.0%) (Table 2.4). These groups are overrepresented when compared to the average for Hartlepool or England. A very small proportion of people have higher or lower managerial, administrative and professional occupations, which cumulatively account for 11.1% the Oxford Road/Cornwall Street population, compared to 22.3% for Hartlepool and 31.3% nationally.

Those who have never worked or are long term unemployed account for a high proportion of the Oxford Road/Cornwall Street population (18.6%). This is more than double the level for Hartlepool (8.9%) and more than three times the average for England (5.6%). Table 2.2 Highest Level of Qualifications - Oxford Road

Highest Level of qualification	Oxford Rd	Hartlepool	England
Level I qualifications	18.1%	15.4%	13.3%
Level 2 qualifications	20.9%	38.1%	15.2%
Level 3 qualifications	10.4%	12.5%	12.4%
Level 4 qualifications and above	8.2%	17.6%	27.4%
No qualifications	34.5%	30.7%	22.5%
Apprenticeships	3.4%	5.5%	3.6%
Other Qualifications	4.6%	4.0%	5.7%



Source: Census 2011

Table 2.3 NS-Sec Occupations - Oxford Road

	Oxford Rd	Hartlepool	England
I. Higher managerial, adminstrative and professional	1.9%	5.4%	10.4%
2. Lower managerial, adminstrative and professional	9.1%	16.9%	20.9%
3. Intermeidate occupations	10.4%	12.0%	12.8%
4. Small employers and own account workers	4.0%	6.5%	9.4%
5. Lower supervisory and technical occupations	7.0%	8.9%	6.9%
6. Semi-routine occupations	21.5%	17.9%	14.0%
7. Routine occupations	20.0%	16.5%	11.0%
8. Never worked and long-term unemployed	18.6%	8.9%	5.6%
Not classified	7.3%	7.0%	9.0%

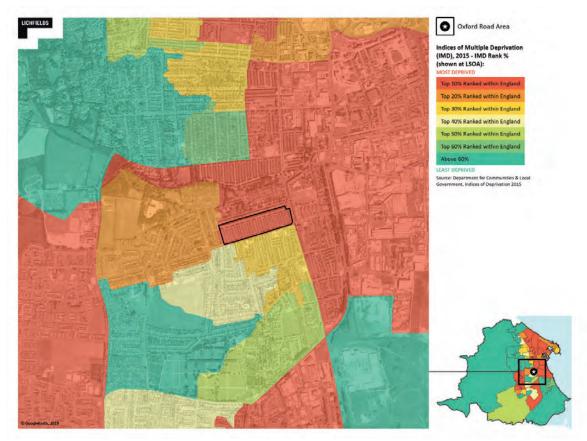
Source: Census 2011

Indices of Multiple Deprivation

As shown in Figure 2.2, Oxford Road/Cornwall Street is classified as being within the top 10% most deprived areas in England based on the Indices of Multiple Deprivation (IMD) (2015), which comprise a number of indices including income, employment, education, health, crime, barriers to housing services and living environment. In terms of the surrounding area, much of Hartlepool town centre to the east of the area is characterised by high levels of deprivation, whilst immediately south of the site are comparatively less deprived areas (although still ranking within the top 30% or 40% most deprived areas in England).



Figure 2.2 Indices of Multiple Deprivation - Oxford Road



Source: MHCLG (2015)



MOSAIC Household Classifications

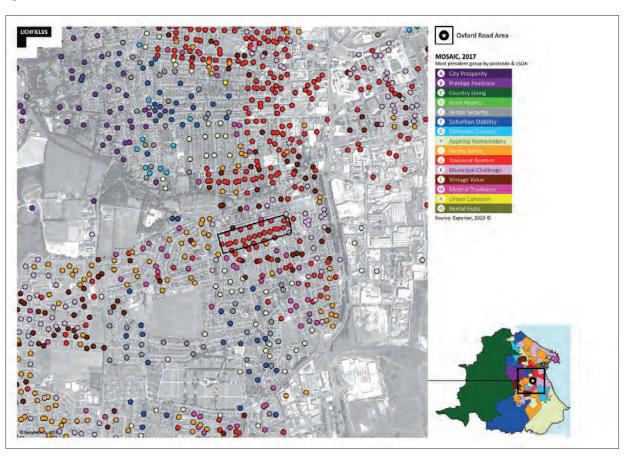
MOSAIC household classification is Experian's consumer classification system used to categorise households on the basis of income, age and lifestyle choices. The classifications are helpful to understand the mix of households in a local area. Figure 2.3 shows the spatial distribution of the most dominant MOSAIC group in the Oxford Road Ladder Streets and the surrounding area. It shows Oxford Road/Cornwall Street are characterised by 'transient renter' households (Shown in red in Figure 2.3). This group typically comprises:

- Younger singles and couples, some with children, setting up home in low value rented properties;
- Young people aiming to gain employment footholds while renting cheap flats and terraces;
- Maturing singles in employment who are renting affordable homes in the short term; and
- Transient renters of low cost accommodation often within older properties.

The immediately surrounding area also has significant number of households classified as:

 'Municipal Challenge' - long-term social renters living in lowvalue multi-storey flats in urban locations, or small terraces on outlying estates. These are challenged neighbourhoods with limited employment options and correspondingly low

Figure 2.3 MOSAIC Household Classifications



Source: Experian/Lichfields Analysis

household incomes.

- 'Vintage Value' elderly people who typically rent small social homes, live in specialised accommodation or are long-term owners of low value properties; and
- 'Family Basics' families with children who have limited budgets and can struggle to make ends meet. Their homes are low cost and are often found in areas with fewer employment options.

Housing Market Characteristics

Household tenure in the Oxford Road area is dominated by privately rented properties, which account for 53.4% compared to the Hartlepool average (14.8%) and England (16.8%) (Figure 2.4 and Table 2.4). A small proportion of households in the area are shared ownership or social rented. Only 42.3% of households are owner occupiers, a lower proportion than the Borough average (59.8%) or national average (63.3%).

Surrounding areas have greater proportions of owner occupied properties, although social renting is the dominant tenure type in the area immediately east of Oxford Road (Figure 2.4).

A greater number of owner occupiers can be found in the streets to the west of the area.

<image>

Figure 2.4 Household Tenure - Oxford Road

Source: Census 2011

Oxford Road Area

Household Tenure, 2011 Most prevalent by OA & LSOA House prices based on Land Registry Price Paid data shows that the median house price in the area (excluding Oxford Road itself but including Cornwall Street and the streets between Oxford Road and Cornwall Street) between Ist Jan 2014 and 31st December 2018 was £26,000. The median price by street varies from £23,000 in Harrow Street to £33,750 in Marlborough Street. The median house price for Hartlepool over the same period was £111,000, 3 to 5 times the median price in Oxford Road/Cornwall Street.

Table 2.4 Household Tenure - Oxford Road

	Oxford Rd	Hartlepool	England
Owned	42.3%	59.8%	63.3%
Social Rented	3.3%	23.5%	17.7%
Private Rented	53.4%	14.8%	16.8%

Source: Census 2011

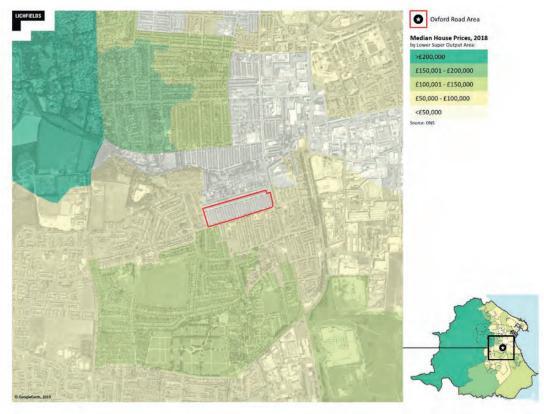
Around half of the 158 transactions that occurred over this period were 'additional price paid transactions', which include transfers under a power of sale/repossessions, buy-to-lets (where they can be identified by a mortgage) and transfers to non-private individuals.

Table 2.5 Median Price Paid (2014 - 2018)

	Oxford Rd	Hartlepool
	Median Price Paid	Median Price Paid
2014	£23,750	£112,500
2015	£26,500	£110,000
2016	£23,000	£109,995
2017	£29,000	£115,000
2018	£26,000	£111,500

Source: Land Registry Price Paid Data

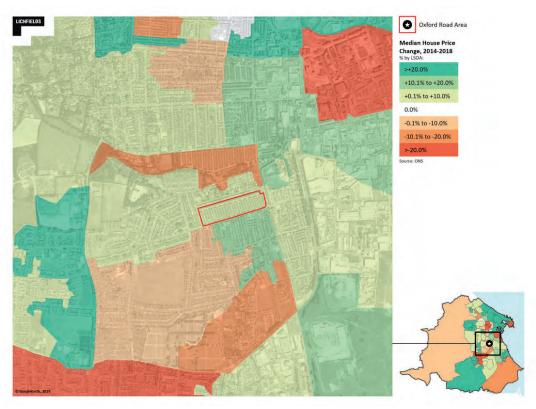
Figure 2.5 Median House Prices (2018)



Source: Land Registry Price Paid Data

Figure 2.6 shows median house prices have experienced growth between 2014 and 2018, from £23,750 to £26,000, an increase of 9.5%. This compares to a slight decrease in median house prices in Hartlepool (0.9%) over the same period from £112,500 to £111,500. Although the rate of growth in median house prices in Oxford Road/Cornwall Street is higher than the Hartlepool average, this reflects the very low house prices in the area in absolute terms.

Figure 2.6 Median House Price Change (2014 - 2018) - Oxford Road



Source: Land Registry Price Paid Data



Voids

Vacant properties are a significant challenge in Oxford Road/Cornwall Street. As of February 2019, there were 119 void properties listed within the study area, of which 5 are owned by Hartlepool Borough Council (Figure 2.7), this is equivalent of a void rate of 19.3%. Council Tax data indentifies a void rate of 4.1% in Hartlepool (2018) (Council Taxbase 2018 government statistics), highlighting Oxford Road / Cornwall Street has almost five times the local authority average.

Void properties are present on all of the streets in Oxford Road/Cornwall Street and in many streets, there are several neighbouring properties identified as void e.g Devon Street.

Source: Hartlepool Borough Council

Issues reported to HBC

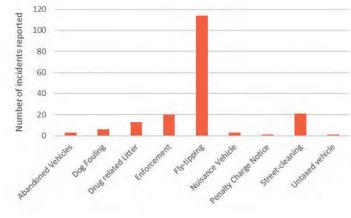
Data from Hartlepool Borough Council shows the nature of the issues reported to the Council between July 2017 and March 2019 (Figure 2.8) in Oxford Road/Cornwall Street. Of the 182 reports made, reports of fly-tipping accounted for 114 (63% of the total). In terms of other issues:

- 12% of reports made related to street cleaning;
- II% to other types of enforcement; and
- 7% to drug-related litter.

Figure 2.9 shows the key issues prevalent throughout Oxford Road/Cornwall Street, although the eastern part of the study area has fewer reported problems. Multiple reports are often made for the same issue.

Fly-tipping occurs on every street however there are clusters of instances on Marlborough Street (the western most street in the study area) and at the junction between Cornwall Street and Stockton Road at the east of the study area. Many of the reports relate to locations which are in the back alleys of the properties. Locations where street cleaning is required often correspond with fly-tipping locations. Drug related litter is prevalent and appears to be associated with other issues reported. Enforcement issues are also spread throughout the area.

Figure 2.8 Number of reports to HBC (July 2017 to March 2019)



Source: Hartlepool Borough Council

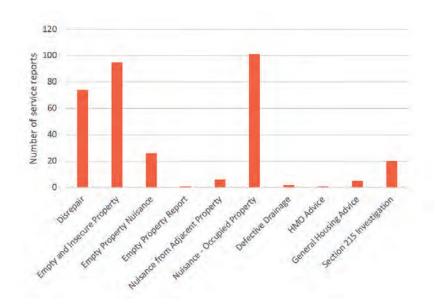
Figure 2.9 Location of issues reported to HBC (July 2017 to March 2019)



Source: Hartlepool Borough Council

Figure 2.10 shows the number of service reports made to Hartlepool Borough Council with regard to maintenance of properties and nuisance in Oxford Road/Cornwall Street between April 2015 and March 2019. A total of 331 reports were made over this period. The most common type of report was of nuisance associated with occupied properties, accounting for 101 reports over the period (30.5% of all reports made). A large number of reports were also made in respect of; empty and insecure properties (95 reports / 28.7%) and disrepair (74 reports / 22.4%). In addition, there were also 26 reports of nuisance associated with empty properties and twenty Section 215 Investigations (A section 215 investigation is if a property is deemed to be detrminental to the amenity of the surrouding area). The location of the issues reported are shown in Figure 2.9. This highlights that problems occur across the area and are not focussed in one particualr pl;ace.

Figure 2.10 Number of service reports to HBC (April 2015 to March 2019)



Source: Hartlepool Borough Council

Summary

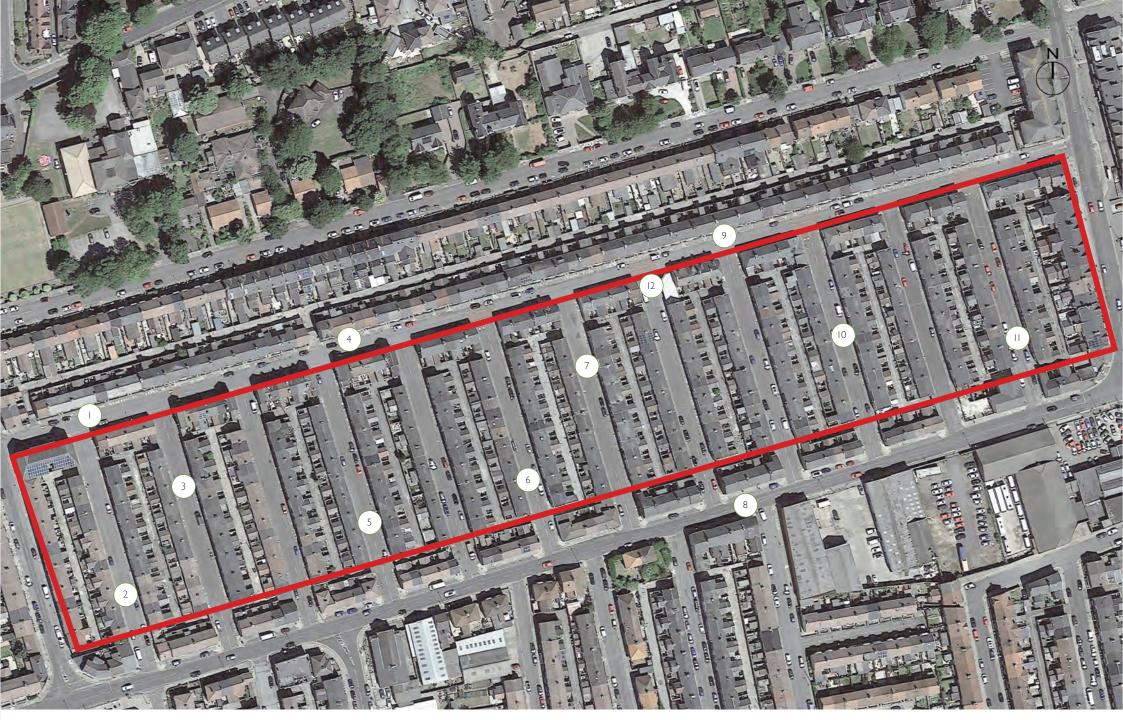
The neighbourhood characteristics of the Oxford Road/Cornwall Street area include:

- A young population compared to Hartlepool Borough with 70.9% of the population aged between 18 and 64 years. The older (65+ years) accounts for 13.8% which is less than the Borough average;
- Overall population decline between 2012 and 2017, with greater decline of the young and younger working age groups than the Hartlepool average. The older working, elderly and very old groups grew more rapidly than the Hartlepool average;
- Low levels of qualifications over a third of those aged 16 and over have no qualifications and the proportion with Level 4 qualifications is less than a third of the national average;
- High proportions of people in routine and semi-routine occupations or those who have never worked or are long-term unemployed. Low proportions of people in higher or lower managerial, administrative and professional occupations;
- A high level of deprivation, within the top 10% most deprived areas in England;
- Households typically transient renters of low value properties;
- A high proportion (over half) of private rented properties compared to the Borough average;
- Low median house prices (approximately £26,000 in 2018), approximately 45% of the Borough median;

- High numbers of void properties (19.3%) throughout the study area;
- Frequent instances of fly-tipping throughout the area and, to a lesser degree, street cleaning, enforcement and drug-related litter; and
- Frequent reports of nuisance from private rented properties across the area which include empty and insecure properties and properties in disrepair, these are not focussed in one part of the area.

Section 3

Site Appraisal



Aerial photograph of site study area and site photograph locations



I.I Site Photographs

Example of wider fronted larger properties in some of the streets

The following images show the existing character, quality and appearance of the housing stock within the Oxford Road/Cornwall Street areas.



To let signs an indication of vacancy / void rates

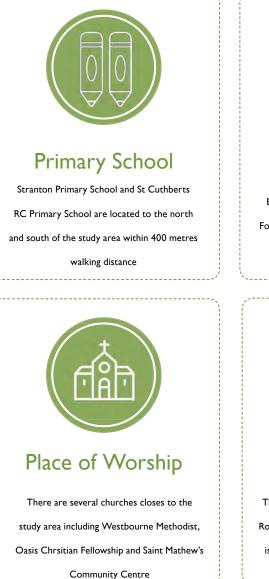
Wider fronted properties which offer an alternative to the two up two

down layout

Over domination of single housing typology

25

I.2 Local Ammenities Diagram





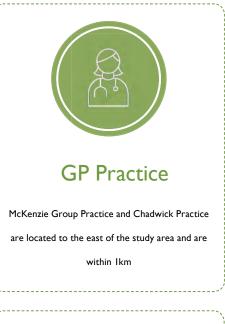
Secondary School

Eldon Grove Academy and Hartlepool Sixth Form College are within 1 km of the study area to the west



Bus Stop

There are several bus stops along Oxford Road providing frequent services to the town centre and to Middlesbrough





Retail

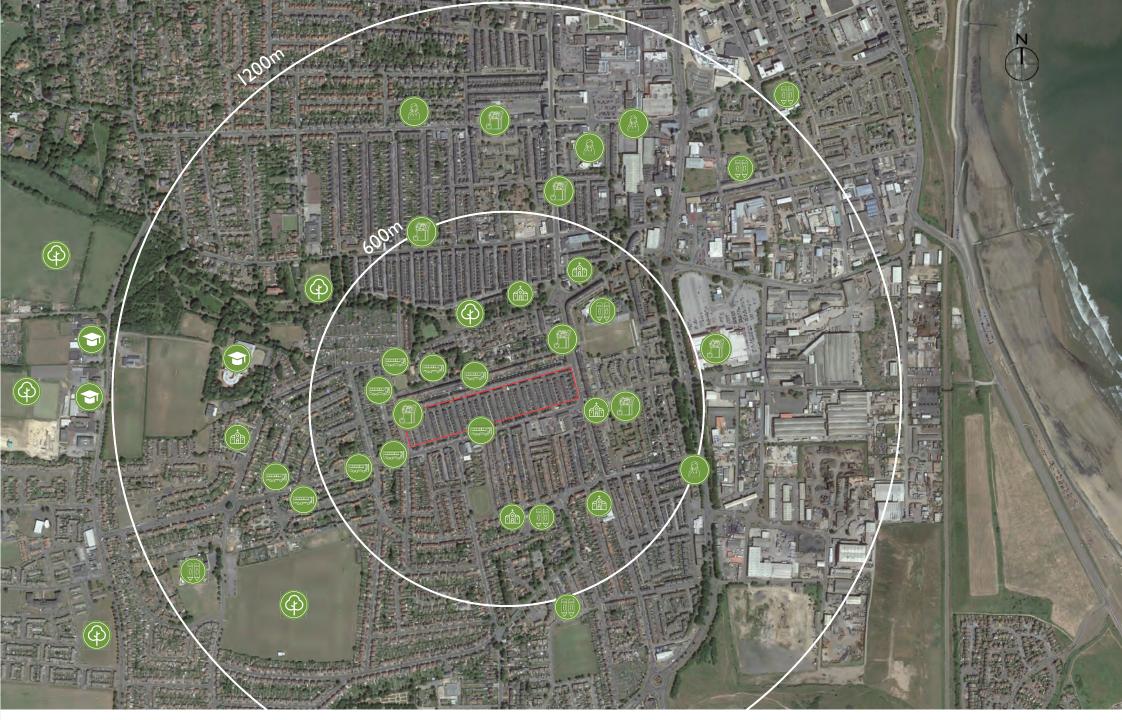
There are several retail premises along Oxford Road and hot food takeaways. The town centre is within 1km and provides a broader range of retail



Open Green Space

Blakelock Gardens to the north is the nearest green space and incoporates a bowling green, play area and green routes





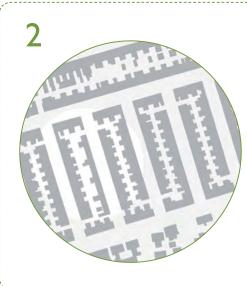
Location of local services facilities

P





I.3 Urban Grain Analysis



Pre-War Terraces

Key Characteristics:

- Houses back onto a lane at the rear of the
- unit separating the blocks.
- High density of similar housetypes.
- Houses have a rear yard but not back garden.
- All car parking is provided on the roads
- infront of the units. There are no driveways.
- Uniform street pattern.



Modern Housing Development

Key Characteristics

- Terraced and detached housing
- Some more recent new infill development
 - with detached housing and linked garages
- Semi detached properties
- Gardens to rear of properties
- Mixture of on street and in curtilage parking



Mid-Century Back to

Back

Key Characteristics:

Terraced blocks and semi detached post war

former council housing

- Medium density housing.
- Small front garden and larger rear garden.
- Parking on street or within front gardens where residents have paved over grass or to

side of dwelling



Modern Short

Terraces

Key Characteristics:

- 1960/70s housing
- Houses back onto street with parking at

back

Gardens front onto an internal

pedestrianised street

• Staggered terraced blocks of housing

I.4 Architectural Analysis



Pre-War Terraces

Key Characteristics:

- Houses back onto a lane at the rear of the unit seperating the blocks.
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- All car parking is provided on the roads infront of the units. There are no driveways.
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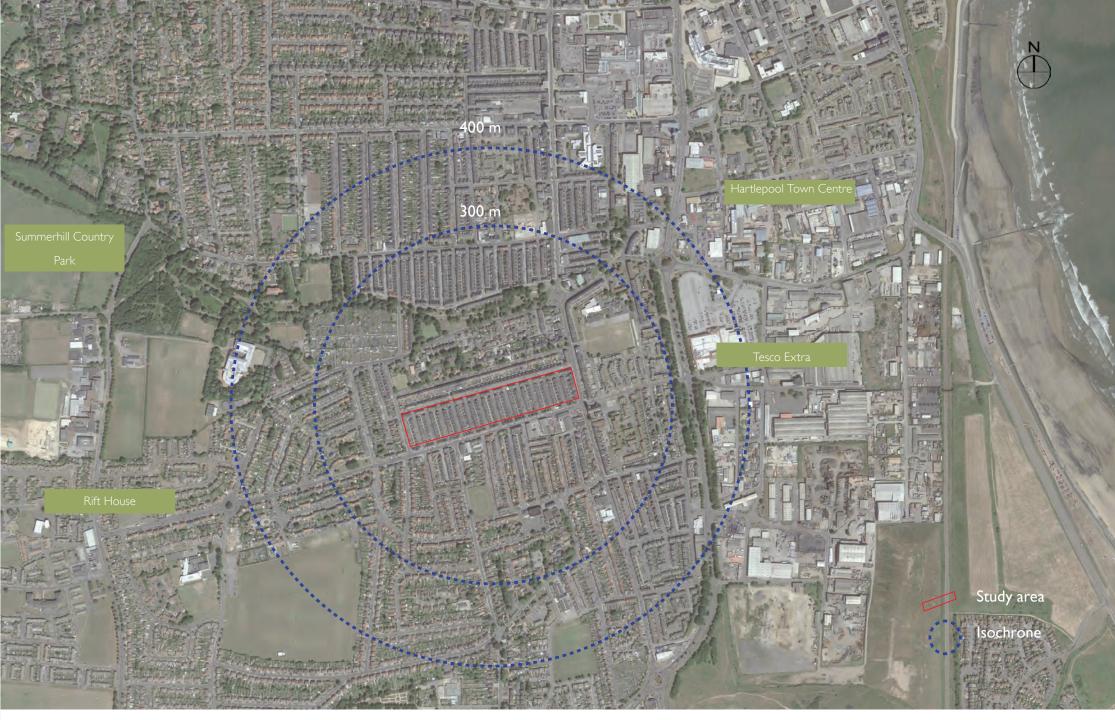
Modern Short Terraces

- Key Characteristics:
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 - back

• Gardens front onto an internal pedestrianised

street

• Staggered terraced blocks of housing



Wider location of study area in relation to Hartlepool

I.5 HighwayConnections and PublicTransport Connections

Oxford Road\Cornwall Street are located to the south east of Hartlepool Town centre within I km distance of the main retail centre. Oxford Road is a main transport route with several bus stops alongs it length providing access to the No 6, 36 and 980 services which provide direct access to the town centre and to services to Middlesbrough.

Within the study area north south streets connect Cornwall Street with Oxford Road. Oxford Road connects with the A689 a key arterial route between the town centre and the A19.



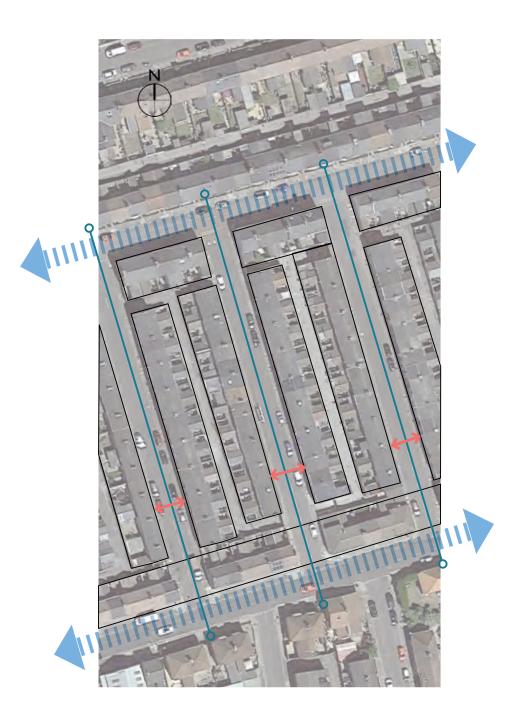
Movement routes within and outside the study area

East west street Larger detached / semi Pedestrian route Terraced north south study area detached housing street

I.6 Site Analysis - Strengths and Opportunities

Oxford Road\Cornwall Street form a series of terraced streets with two storey two up two down properties the dominant form of housing. Properties front onto Oxford Street some of which provide commercial / retail ground floor frontages. The grid iron layout allows for good permeability throughout the area and the general quality and robustness of the stock although, poorly maintained in many instances, is generally good.

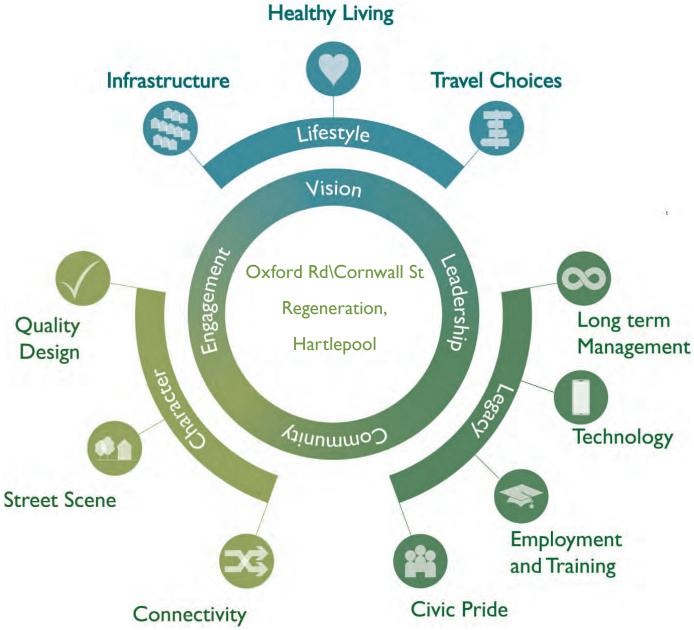
The diagram opposite shows the good levels of permeability the current layout provides. However, Cornwall Street to the north restricts north south movements and a direct connection with the green space on Blakelock Gardens. The absence of green space and the opportunity to access such spaces is a signifcant challenge and has the effect of creating a very urban hard environment.



Section 4

Vision and Holistic Approach

2.1 The Vision



Lifestyle

HEALTHY LIVING – The redevelopment of Oxford Road \ Conrwall Street can provide a wide range of opportunities for healthy living and personal wellbeing for people of all ages through inclusive intergenerational community programmes, growing food and gardening, keeping active (exercise, walking and cycling), children's play and sport. A series of spaces through the development would encourage social contact and interaction.

Enhanced digital technology and integrated community health and wellbeing services would assist in the creation of a "barrier-less" community banishing loneliness, enabling residents to respond to changes in their physical and mental wellbeing and providing discreet support and care should it be needed, enabling a social cohesive and harmonious life.

INFRASTRUCTURE – Redevelopment could provide a range of infrastructure including; housing for over 55's and affordable homes



TRAVEL CHOICES – Oxford Road / Cornwall Street are highly accessible. They benefit from proximity to bus stops, convenient footpaths, cycle routes and connections to greenway cycle routes.

Legacy



LONG TERM STEWARDSHIP AND MANAGEMENT - Through the introduction of green spaces.

TECHNOLOGY – Redevelopment could incorporate high speed public wi-fi available across the site bringing super-fast broadband to every home. This technology enabled environment would incorporate a wide range of features such as digital messaging boards, accessible community CCTV and smart metering.



CIVIC PRIDE - Oxford Road \ Cornwall Street can provide high quality public realm and green spaces that would foster a sense of civic pride in the area.



EMPLOYMENT AND TRAINING - There will be opportunities for training. There will be opportunities for new employment through the various supply chains linked to the construction of new housing.

Character



QUALITY DESIGN - Oxford Road \ Cornwall Street can will identify and establish a character that draws upon the wider context of the surrounding area to aid legibility.

CONNECTIVITY - The re is an opportunity to integrate new housing with the surrounding area and provide attractive and pleasant green routes to ensure wider connectivity.

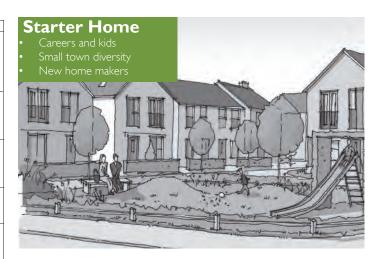


STREETSCENE – The legibility of the area would be informed by the experience of the street and landscape spaces which could provide attractive vistas through the development and revealing townscape. These would also ensure a positive relationship between new green spaces and built form.

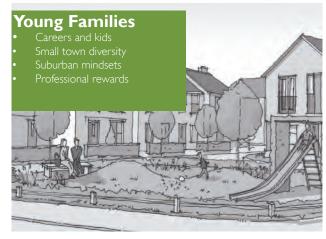
2.2 Creating a Diverse Community

Group	Туре	Name	
E: Active Retirement	E20	Golden retirement	
	E21	Bungalow quietude	
	E22	Beachcombers	
	E23	Balcony downsizers	
I: Ex Council-Community	138	Settled ex-tenants	
	139	Choice right to buy	
	140	Legacy of the Labour Party	
	l41	Stressed borrowers	
L: Elderly Needs	L50	Pensioners in blocks	
	L51	Sheltered seniors	
	L52	Meals on wheels	
	L5	Low spending elders	
M: Industrial Heritage	M54	Clocking off	
	M55	Backyard regeneration	
	M56	Small wage owners	
N: Terraced Melting Pot	N57	Back-to-back basics	
	N59	Low key starters	
	N60	Global fusion	
O: - Liberal Opinions	O61	Convivial homeowners	
	O62	Crash pad professionals	
	O63	Urban Cool	
	O64	Bright Young things	
	O65	Anti-materialists	
	O66	University Fringe	
	O67	Study buddies	

Potential occupants









Lifetime neighbourhood

This section describes the potential for the Oxford Street \ Cornwall Street area to provide housing for a wide range of age groups through remodelling and selective demolition.

We believe the area can potentially attract a younger demographic if the product is right. This means diversifying the existing housing stock and making sure house types are different and distinctive creating an interest and excitement in the area. On cleared areas we would suggest low rise higher density housing with lots of natural light and a front door directly onto the street.





Creating a lifetime community

Over 50's

Starter Homes "Empty Nesters"

Active Retired

Precedent images of new housing

Oxford Road \ Cornwall Street must attract younger people to the neighbourhood and in order to do this and make younger families want to live in the area housing will need to be different to what is currently offered.

We believe this can be achieved by creating great public spaces (throughs selective demolition) but also looking at house types and plan forms to ensure they give that bit extra in terms of internal space and kerb appeal and through an improved external appearance.





Creating a lifetime community

For those families with teenage children having personal private space including with the building envelope and an external private amenity space is important.

The Baby Boomer Generation is the largest age group of our population. These soon to be retirees, are also looking to down size from their current homes, and looking to purchase or build ones that are specific to their new needs and lifestyles.





For this generation they want convenience and simplicity. This may take the form of higher density 3 bedroom housing similar to that which may be suitable for young families.

Being more flexible about who can live in housing aimed at older people makes retirement communities feel less like institutions of frail people. Housing specifically designed for older people has a lot to offer. It helps people stay independent by offering special features for example:

- easy access showers
- no steps
- higher plug sockets so you don't have to bend down as far
- cheaper to keep warm
- easier to maintain



Precedent images of different housing typologies

Section 5

Responding to public comments

Consultation

A consultation event was held on 19th March 2019 at the ORB Centre on Caledonian Road for residents in the area and the surrounding streets. The purpose of the consultation was to gain an understanding from residents of the Oxford Road/Cornwall Street area and surrounding areas about the main issues experienced within the study area and what actions might result in the greatest improvements. A short survey was available which residents were asked to complete before they left the consultation.

In total there were 87 surveys completed at the consultation; of which 75.6% of respondents said they lived within the Oxford Road/Cornwall Street area itself with other respondents generally either living in the streets adjacent to the study area or working within the study area. The vast majority of respondents own their current home (95.1%). Many residents living adjacent to Oxford Road/Cornwall Street expressed concern in discussions with the project team that the issues present in Oxford Road/Cornwall Street would spread to their streets. It is worth noting that there is likely to be an under reporting of issues given the number of void properties and resident tolerance levelof issues.



In response to the question what they liked best about the area, the following themes emerged from the responses:

- Proximity to town and local facilities, including shops and schools;
- Access to bus routes;
- Their own individual houses;
- The community, particularly residents who have lived in the area for a number of years, and proximity to family.

A number of respondents highlighted they had previously really liked the area, one referred to it as "a safe and vibrant place to be proud of" but the area had declined over recent years. Several of the respondents could not identify any characteristics they liked about the area. With regard to the issues experienced within the study area, respondents were asked to rank which issues they considered to be a priority. Table 3.1 shows that the most significant issues were deemed to be:

- Crime 41 of the 44 people who identified crime as an issue thought that it was in the top three priority issues;
- Anti-social behaviour 40 of the 42 respondents who recognised this issue thought that it was within the top three priority issues; and
- Vacant and boarded up properties 31 of the 45 respondents who recognised this issue placed it in their top three priorities.

Issue	Total respondents identifying this issue	Respondents recognising this issue in top 3 priorities
Limited choice of house types	40	4
Vacant/boarded up properties	45	31
Quality of the houses	43	
Poor quality of outside space	39	2
Lack of space to play or itneract	38	3
Litter / fly-tipping	41	7
Dog fouling	41	6
Crime	44	41
Lack of local facilities	33	I
Anti-social behaviour	42	40

Source: Consultation survey/ Lichfields analysis



Drug dealing was identified as a particular problem within respondents' comments, alongside the view that private landlords did not vet tenants properly.

A number of respondents (half of the total) who answered this question did not rank the issues in Table 3.1 from 1 – 10. Analysis of these responses identified the main issues as:

- Anti-social behaviour (95.3%);
- Vacant and boarded up properties (93.0%);
- Litter/fly-tipping (93.0%);
- Crime (90.7%); and
- Dog fouling (90.7%).

48.8% of respondents indicated that a lack of local facilities was an issue and 55.8% thought that limited choice of house types was an issue.

Figure 3.1 shows what would help to bring the biggest improvements to the area (selecting all options that applied). The actions identified by the most respondents were:

- Addressing crime and anti-social behaviour (94.0%);
- Targeted intervention of drug and alcohol services (85.5%); and
- Increased security measures (84.3%).

A number of responses commented that greatest improvements could be achieved by exercising greater control over who private landlords rent properties to. Increasing police presence was also highlighted and several responses referred to demolition.

Additional comments were linked to the following themes:

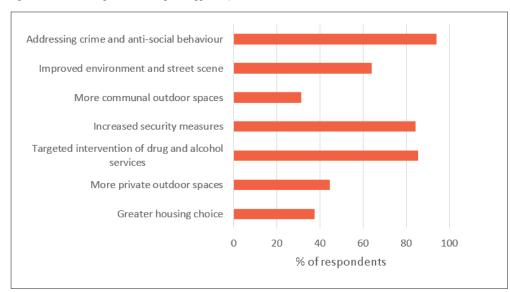
- Private rented landlords perception of a lack of vetting tenants and associated anti-social behaviour, and poor maintenance of properties;
- Lack of police presence impacting on fear of crime and anti-social behaviour;
- Need for regeneration ranging from demolition

and rebuilding, to reducing number of properties and replacing with green space/gardens/parking, to renovation of existing properties; and

• Fly-tipping is often associated with the back lanes.

The consultation highlighted that although some residents would like to see some significant regeneration in the area. The consultation highlighted that priorities for change/ intervention focussed on the need to deal with the socioeconomic issues affecting the area as these were having the greatest negative impact on the quality of life of residents, many of which were focussed around vacant properties and the concentration of privately rendted properties.

Figure 3.1 Which changes would bring the biggest improvements to the Oxford Road/Cornwall Street area?



Summary

The main findings of the consultation highlighted:

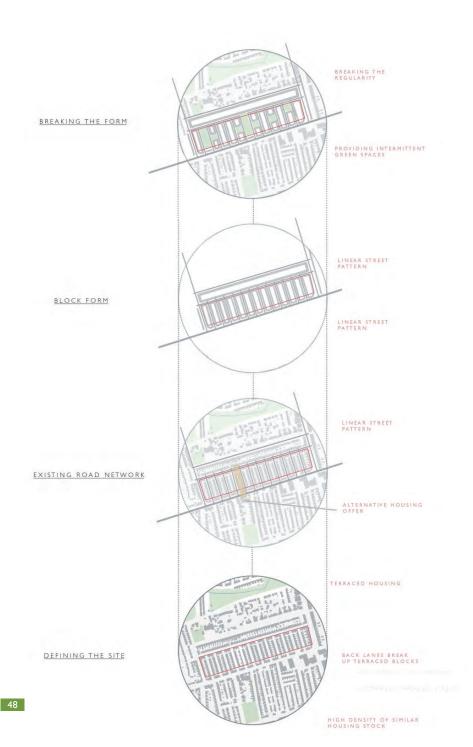
- Residents particularly like the proximity of the Oxford Road/Cornwall Street area to the town and local facilities, the access to bus routes, the community and their own individual houses;
- Socio-economic problems were identified as having the greatest negative impacts on residents' quality of life. Crime, anti-social behaviour and vacant and boarded up properties were most frequently identified as being priority issues in the area by survey respondents;
- Litter/fly-tipping and dog fouling were identified as major issues within the area;
- Many residents highlighted inadequate vetting of tenants by private landlords as a significant problem which leads to anti-social behaviour. Drug dealing was also highlighted as a significant issue; and
- The actions expected to bring the biggest improvements to the area were addressing crime and anti-social behaviour, targeted intervention of drug and alcohol services and increased security measures.





Section 6

Development Options



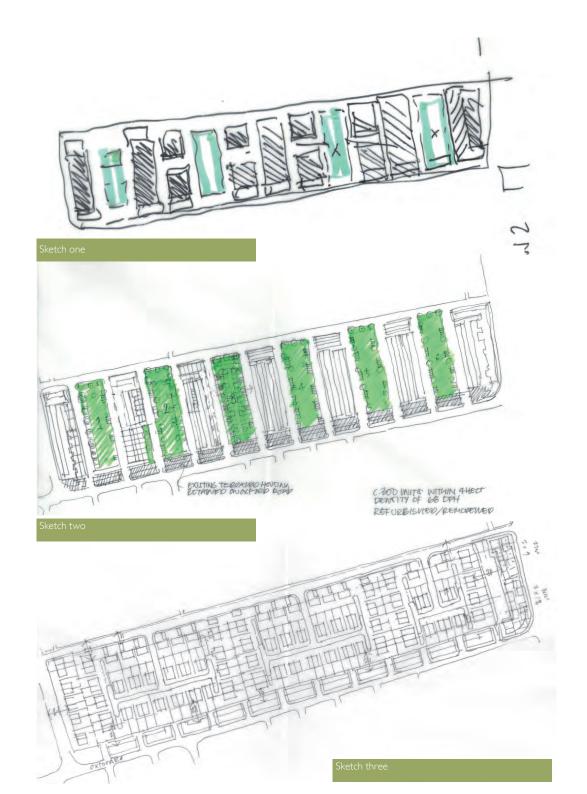
Development Options

Three options for significant intervention and regeneration have been considered as long-term strategy for regeneration of Oxford Road/Cornwall Street.

It will be important for the Council to identify their preferred approach which will underpin the longer-term regeneration strategy for the area. The three main development options area:

- I. Comprehensive redevelopment
- 2. Selective redevelopment
- 3. Redevelopment and conversion

The opposite page presents the design development behind these different options.



Options testing

Sketch one shows demolition of selected blocks to create a series of village greens. This has been further developed in the second sketch to understand and evaluate the number of properties which would be required to implement this. The last sketch shows a comprehensive redevelopment of the entire study area to understand the likely housing numbers that would be generated by such an approach. The first two sketches show how the introduction of green space can radically alter the overall urban structure of the area.

Option I - Complete redevelopment

This option would require the acquisition of all the properties within he study area which is likely to be difficult to achieve without the use of CPO powers. Complete redevelopment would result in significantly less housing numbers and the introduction of a highway layout which would need to be built to current highways standards and require additional road space and areas for car parking. It is considered that there is already a significant supply of housing sites in more peripheral locations which are being brought forward in Hartlepool which will deliver a similar product in a stronger market area. Whilst this option would be transformational it is considered that there are significant risks and challenges involved with this approach. The supply of other available housing sites in currently more popular bocations suggest that this option cannot be readily delivered.

Precedent image showing potential form of replacement developmen



Option One	Cost (£)
Demolition - 481	
New Build 204 Units - 140 Detached/Semi-Detached Houses and 64 Apartments	
	1
Description	
Acquisition and compensation	24,500,000
Demolition and site clearance	2,645,500
New Build	
Houses	15,003,520
In curtilage works for houses	1,750,000
Flats	4,737,920
In curtilage works for flats	480,000
Site infrastructure for all new build properties	3,570,000
	1
Contingency (5%)	1,409,347
Price and design risk (2.5%)	704,674
Option I Delivery Cost (excl acquisitions and resident compensation)	30,300,961





Option 2 - Refurbishment, conversion and improvements with selective demolition.

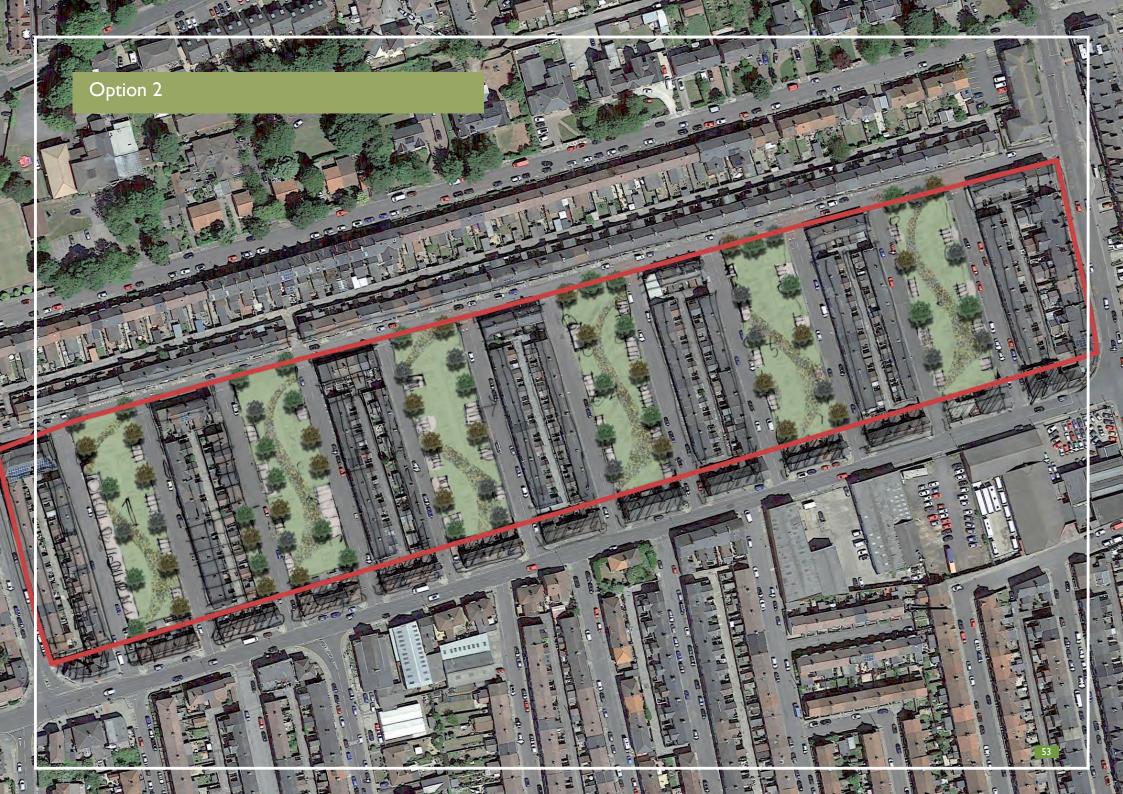
This option would require the acquisition of a significant amount of properties (roughly 50%) to create a series of 'village green' spaces that could accommodate additional car parking and improve the overall setting of existing housing. The retained housing stock would be converted to provide a range of different housing typologies thereby diversifying the current housing stock and providing larger and smaller properties to cater for a wider demographic and market. Introducing village greens would provide the opportunity to improve parking provision. In theory this is a flexible option and could be modified in terms of reducing the amount of village green areas and to take account HBC control and acquisition of housing stock.



Example of similar approach at the Green, Hartlepoo

12,400,000
1,287,000
26,256,640
2,470,000
2,470,000
1,624,182
812,091
:ion) 34,919,913





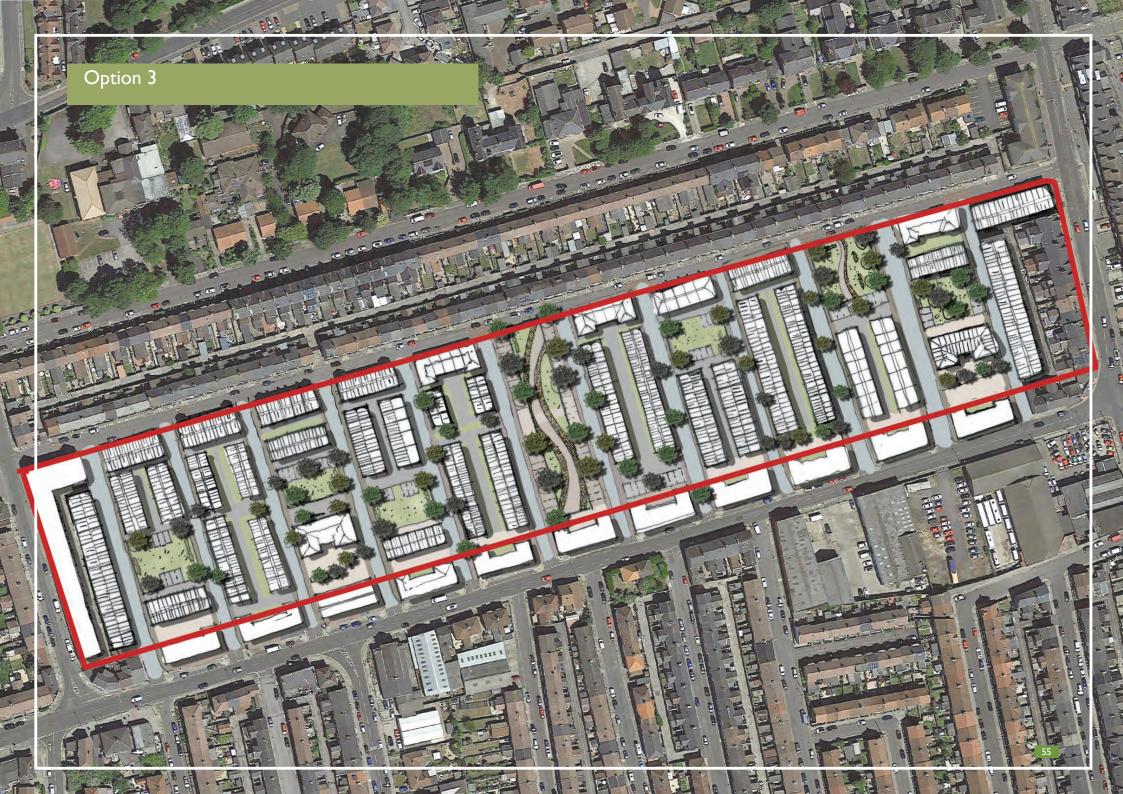
Option 3 - Refurbishment, conversion and improvements with selective demolition

Option 3 is based on a substantial retention of the existing housing stock with some limited clearance to allow for new development and creation of small green spaces. The idea is to create an east west route through the ladder streets which would break down the rigid grid iron layout. This would also allow for increased parking provision and new green spaces to provide amenity space and enhance the setting of existing housing. Remodelling of existing stock would assist with diversifying the overall offer.





Option Three	Cost (£)
Demolition - c.180 properties	
Conversion of existing properties to - 22 houses (terraced) + 60 (flats) Total = 280	
units	
New build 45 terraced houses + 15 flats	
Description	
Acquisition and compensation	9,500,000
Demolition and site clearance	984,500
New Build	
Terraces	4,475,250
In-curtilage external works for houses	562,500
Flats	1,110,450
In-curtilage works for flats	120,000
Site infrastructure works for all refurbished properties	1,050,000
Refurbished buildings	25,696,000
In-curtilage-works for refurbished properties	2,125,000
Site infrastructure works for all refurbished properties	2,800,000
Contingency (5%)	1,946,185
Price and design risk (2.5%)	973,093
Option 3 Delivery Cost (excl acquisitions and resident compensation)	



Option Development - Opportunities and Option I – Comprehensive Redevelopment

This option would see the demolition of all 480 properties in the area, leaving a cleared site for future development. Redevelopment at c. 30 dpa would result in around 300 new dwellings delivered which is anticipated would be a mix of houses and apartments. This option would result in a net loss of 300 homes.

This is the most extensive and costly option. Given that Hartlepool Borough Council currently own 26 properties in the area, there are a significant number of properties which would need to be acquired alongside compensation for owners.

It is unlikely that the level of funding required to acquire all the properties in the area would come available and therefore it is considered this option of comprehensive redevelopment is unviable and undeliverable. Given the outcome of the consultation with residents undertaken as part of this study, which focused on the impact of socioeconomic factors on the quality of lives of residents, this option of comprehensive redevelopment is likely to be unpopular with residents. This option is a high-risk strategy which would be resource intensive to implement in respect of Council officer resources required to deliver and the cost of a Compulsory Purchase Order (CPO). One of the key tests of a CPO is demonstrating the funds are in place to deliver a scheme, this is considered a risk to implementing a successful CPO.

Option 2 – Selective Demolition

Option 2 would see the demolition of around 300 units across the area which would include pairs of streets to create green space similar to 'The Green' development to the north of the town centre. Alongside the creation of green space, a number of car parking spaces would be created (approximately 120) to provide parking for residents.

Option 2 would help to reduce the density of development in Oxford Road/Cornwall Street and create a better quality of environment for residents through increased open space and places to play.

Option 2 has significant cost implications in respect of delivery, with limited opportunity to increase the number of affordable homes or the number of Hartlepool Borough Council owned properties. It would also require an ongoing maintenance cost to manage the newly created open space.

Option 3 – Selective Demolition and Redevelopment

Option 3 provides a mix of demolition of existing properties and the redevelopment of new properties alongside pockets of open space. This Option would see 180 properties demolished and a mix of new build terraced properties and flats developed. 300 existing properties would be refurbished to create a mix of one and two-bedroom flats and two and three-bedroom properties.

This option would enable a level of flexibility in terms of future intervention for the Council accommodating any changes in the area such as possible future acquisitions made by Hartlepool Borough Council as a consequence of changes in tenure composition in different streets. This would allow the Council to intervene if there is a further decline in owner occupiers in one area or equally an increase. One of the benefits of this option is that it can be delivered incrementally which would enable any risks to be managed throughout the process alongside maintaining community cohesion as the process is rolled out. The exact cost of implementation of Option 3 will be dependent on the exact configuration of demolition and refurbishment but consideration of costs at the current time suggests it would be in excess of £50m (including acquisition) . As with Option 2, there will be an on-going maintenance cost for the areas of open space and cost implications in respect of the diversion of existing utilities. However, the redevelopment of old and development of new homes would provide the Council with the opportunity to add to their portfolio of properties in Hartlepool and enable the delivery of new affordable homes in the town.

However, there are still significant costs associated with this option and Hartlepool Borough Council would need to look to identify an innovate approach to delivery and partnership working.

