

# NEIGHBOURHOOD SERVICES COMMITTEE

## AGENDA



Thursday 24 March 2022

at 10.00 am

in the Council Chamber,  
Civic Centre, Hartlepool.

A limited number of members of the public will be able to attend the meeting with spaces being available on a first come, first served basis. Those wishing to attend the meeting should phone (01429) 523568 or (01429) 523019 by midday on Wednesday 23 March and name and address details will be taken for NHS Test and Trace purposes.

You should not attend the meeting if you are displaying any COVID-19 symptoms such as (a high temperature, new and persistent cough, or a loss of/change in sense of taste or smell), even if these symptoms are mild. If you, or anyone you live with, have one or more of these symptoms you should follow the [NHS guidance on testing](#).

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Cook, Creevy, Howson, Jackson, Price, Stokell and vacancy

1. **APOLOGIES FOR ABSENCE**

2. **TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**

3. **MINUTES**

- 3.1 To receive the Minutes and Decision Record of the meeting held on 9 December 2021 (previously circulated)
- 3.2 To receive the Minutes and Decision Record of the meeting of the Emergency Planning Joint Committee held on 2 March 2022 (To Follow)

4. **KEY DECISIONS**

- 4.1 5 Year Highway Maintenance Programme – *Assistant Director (Place Management)*
- 4.2 Local Transport Plan Programme – *Assistant Director (Place Management)*

**CIVIC CENTRE EVACUATION AND ASSEMBLY PROCEDURE**

In the event of a fire alarm or a bomb alarm, please leave by the nearest emergency exit as directed by Council Officers. A Fire Alarm is a continuous ringing. A Bomb Alarm is a continuous tone. The Assembly Point for everyone is Victory Square by the Cenotaph. If the meeting has to be evacuated, please proceed to the Assembly Point so that you can be safely accounted for.

**5. OTHER ITEMS REQUIRING DECISION**

- 5.1 West Park 20mph Limit and Valley Drive Traffic Calming – *Assistant Director (Place Management)*

**6. ITEMS FOR INFORMATION**

- 6.1 Wynyard Garden Village – Visioning Document Consultation - *Director of Neighbourhoods and Regulatory Services (To Follow)*
- 6.2 Planning Review – *Assistant Director (Place Management)*

**7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT**



**EMERGENCY PLANNING JOINT COMMITTEE**  
**MINUTES AND DECISION RECORD**  
**2 MARCH 2022**

The meeting commenced at 10.00 am at the Emergency Planning Annex,  
Stockton Police Station, Bishop Street, Stockton-On-Tees, TS18 1SY

**Present:**

Councillor: Councillor Mike Smith (Stockton Borough Council) (In the Chair)

Councillors: Councillor Eric Palano (Middlesbrough Borough Council)  
Councillor Julie Craig (Redcar and Cleveland Borough Council)

Also present: Councillor Darren Price as substitute for Councillor Cameron Stokell  
(Hartlepool Borough Council)

Officers: Stuart Marshall, Chief Emergency Planning Officer  
Jon Hepworth, Group Accountant (Regeneration and Neighbourhoods)  
David Cosgrove, Democratic Services Team

**18. Apologies for Absence**

Councillor Cameron Stokell (Hartlepool Borough Council)

**19. Declarations of interest by Members**

None.

**20. Minutes of the meeting held on 1 December 2021**

Received.

**21. Financial Management Update Report** (*Director of Resources and Development and Chief Emergency Planning Officer*)

**Purpose of report**

To provide details of the forecast outturn as at 31st January, 2022 for current financial year ending 31st March, 2022 and to propose the budget for 2022/23.

**Issue(s) for consideration by the Committee**

The Group Accountant reported that the latest forecast outturn of the 2021/22 budget showed a favourable variance of £8,000. The latest position for the Local Resilience Forum (LRF) budget was also reported. The budget includes the LRF Pilot Funding grant of £208,000, which is a Section 31 non ring fenced grant awarded by the 'Government Department for Levelling Up Housing and Communities'. The forecast reflected the expectation that £100,000 of the grant would be spent in the next financial year and was, therefore, transferred into an earmarked reserve at year end.

In relation to the 2022/23 budget, the Group Accountant reported that the budget for the Emergency Planning Unit was self-financing and mainly determined by the level of contributions approved by the Local Authority partners and income from fees and recharges. For the 2022/23 the Local Authority contributions would be £315,000, which was an increase of £5,000 compared to the previous year, in line with amounts proposed by this Committee on 21st June 2017 covering the period 2018/19 to 2023/23. The Income budget has increased to reflect an increase in staff costs chargeable to the LRF budget.

The budget for employee costs had been increased to include 3 new posts (2 temporary), costing £92,000 which would be funded from LRF government grant funding which was being continued for the next 3 years. There has also been a reduction to staffing costs of £41,000 to reflect the increased amount management chargeable to the LRF budget. Staffing costs have also been inflated to allow for an assumed pay award.

Proposed Main Emergency Planning Budget 2022/23:

<b>2021/22 Budget £'000</b>		<b>2022/23 Budget £'000</b>
324	Direct Costs - Employees	383
107	Direct Costs – Other	109
(431)	Income	(492)
0	<b>Surplus/Deficit</b>	0

The proposed LRF Budget included another year of government grant funding, estimated to be £208,000 based on the current years 'Pilot' funding, which had now been confirmed for the next 3 years. Although the actual allocation for the year was not yet known, a minimum of £160,000 had been guaranteed to each recipient body. In the event that the actual allocation was less than the £208,000 estimate, the non-staffing budget could be reduced accordingly, most likely by reducing the number of outreach projects.

**Table 4: Proposed LRF Budget 2022/23**

<b>2021/22 Budget £'000</b>		<b>2022/23 Budget £'000</b>
76	Direct Costs - Employees	168
177	Direct Costs – Other	184
-45	Income	-44
-208	Government Grant	-208
0	Release of Reserve*	-100
0	<b>Surplus/Deficit</b>	0

\*Unspent Pilot Grant carried forward from 2021/22

The Chief Emergency Planning Officer indicated that there were some significant national issues to be addressed in the resilience structures across the UK. There was an expectation that there would be forthcoming new guidance, particularly for Local Resilience Forums and also new legislation.

It was anticipated that a new funding agreement may be required as the current five-year local authority funding agreement had come to an end.

### **Decision**

1. That the financial forecast reports for 2021/22 be noted.
2. That the proposed 2022/23 budgets for the Emergency Planning Unit and the Local Resilience Forum be approved.

## **22. Activity Report** (*Chief Emergency Planning Officer*)

### **Purpose of report**

To assist members of the EPJC in overseeing the performance and effectiveness of the Emergency Planning Unit and its value to the four unitary authorities.

### **Issue(s) for consideration by the Committee**

The Chief Emergency Planning Officer updated the Committee on the activity within the Unit and the significant areas of work that had been completed over the last quarter. Staff continued to work effectively despite the challenges of Covid and ongoing requirement for social distancing impacting on a number of work areas. Previous contingencies were also still in place to ensure that officers could attend command centres in person should it be required. The report also set out details of the work undertaken by the team in support of the Local Resilience Forum.

In debate Members discussed the continuing issues around cyber security and the work the Emergency Planning Team was involved in across the north east region. The continued monitoring around this threat was a key priority and the experience from the Redcar and Cleveland Borough Council attack was being shared across local authorities.

Members also discussed the power outages that had been experienced with the recent storms and in particular storm Arwen. Members expressed their concerns around the situation experienced with care homes and those vulnerable people that used life support equipment at home. The Chief Emergency Planning Officer reported that in many isolated country communities, there was a greater level of preparedness for power cuts as they experienced them more often. The significant issues came around power cuts to whole towns and villages that might not be so prepared. There was ongoing work with Northumbria University on the potential of identifying 'community hubs' that could be supplied with generators in future emergency situations to support surrounding communities, particularly the vulnerable.

The Chief Emergency Planning Officer also highlighted that the recent power outages had highlighted the need for further work between power companies and local authorities in relation to identifying the most vulnerable households as while both maintained such lists, greater information sharing may be required for the future. There was also some discussion around the potential for greater involvement from local businesses in providing assistance and aid during such incidents in the future. The Chief Emergency Planning Officer reported that this was one of the aspects of community resilience that the LRFs were looking at and some case studies were being examined. A report could be provided to a future meeting to update the Committee.

### **Decision**

That the report be noted.

## **23. Incident Report (13th November – 18th February 2022) (Chief Emergency Planning Officer)**

### **Purpose of report**

To inform members of the EPJC of the incidents reported and responded to by the Cleveland Emergency Planning Unit (CEPU). The report covers the period between the 13th November – 18th February 2022.

### **Issue(s) for consideration by the Committee**

The Chief Emergency Planning Officer submitted details of the incidents that Emergency Planning Unit staff had been involved in over recent months.

**Decision**

That the report be noted.

**24. Any Other Items which the Chairman Considers are Urgent**

None.

The meeting concluded at 11.05 am.

**H MARTIN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 17 MARCH 2022**

<p style="text-align: center;"><b>NEIGHBOURHOOD SERVICES COMMITTEE</b></p> <p style="text-align: center;"><b>24<sup>th</sup> March 2022</b></p>
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**Report of:** Assistant Director (Place Management)

**Subject:** 5 YEAR HIGHWAY MAINTENANCE PROGRAMME

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**1. TYPE OF DECISION/APPLICABLE CATEGORY**

1.1 Key Decision test (i) and (ii) applies. Forward Plan Reference No. NRS 02/22.

**2. PURPOSE OF REPORT**

2.1 To seek approval for the annual refresh of the Council's 5 year Highway Maintenance Programme.

**3. BACKGROUND**

3.1 The condition of the highway network is established primarily from information obtained from SCANNER vehicles and Course Visual Inspections (CVIs). These inspections are carried out annually, by specialist contractors, in partnership with the other North of England Authorities. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).

3.2 For the financial year 2022/2023 the capital grant allocation for highway maintenance is expected to be broadly similar to 2021/22 at £1,578,000. The programme refresh has been prepared assuming a similar level is allocated each year.

3.3 Due to the large number of roads having the same condition rating, results are also supplemented by rating assessments, carried out in house on the basis of Highway Inspector's reports to determine the schemes that should be given priority within the 5 year programme. Consideration is also given to requests received from members of the public and Elected Members.

3.4 The roads and footways included in the maintenance programme are those that are in the most need of repair, as identified by the methods detailed above. The priorities, however, may change over the coming years, as one highway can deteriorate more quickly than another. The key to maintaining

the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieves this through both planned and reactive maintenance based on an assessment of need, and making use of the latest available processes and techniques.

#### **4. PROPOSALS**

- 4.1 The 5-year programme attached at **Appendix 1** is based on the assumption that future year allocations will be of similar levels to this year, although this is also still to be confirmed.
- 4.2 Reconstruction works have been identified where other processes are not appropriate, and will be carried out in the interests of highway safety. Generally, other treatments such as re-surfacing and surface dressing, which are cheaper but have a shorter term impact than full reconstruction, will be utilised. Main roads which carry higher volumes of traffic are resurfaced using Masterflex, which is a stone mastic asphalt material, whereas quieter, more lightly trafficked roads are done using Dense Bitumen Macadam (DBM).
- 4.3 All principal and classified roads are inspected using survey vehicles equipped with lasers, video image collection and inertial measurement apparatus to enable surveys of the road surface condition to be carried out whilst traveling at high speeds. These surveys are carried out using state of the art equipment.

#### **5. RISK IMPLICATIONS**

- 5.1 There may be a need to re-prioritise individual projects as a result of other areas of the network deteriorating quickly and requiring emergency works, which could require the programme to be adjusted.
- 5.2 It should be noted that the Council has finite resources available to support one-off Capital investment and these proposals will fully commit the available resources.

#### **6. FINANCIAL CONSIDERATIONS**

- 6.1 The report enables this committee to approve the detailed schemes. These schemes will be funded primarily from the Structural Maintenance element of the Council's Local Transport Plan, giving an estimated total budget for 2022/2023 of approximately £1,558,000, subject to confirmation of actual funding.

**7. LEGAL CONSIDERATIONS**

- 7.1 Temporary Prohibition of Driving Orders will be advertised, where necessary, to support the road closures required for the works.

**8. CONSULTATION**

- 8.1 The roads to be resurfaced are identified from detailed survey data, highway inspections and engineer's site visits. Any complaints raised throughout the year are also assessed to determine whether they should be considered for inclusion in the programme.

**9. ASSET MANAGEMENT CONSIDERATIONS**

- 9.1 The Asset Register will be updated to reflect the roads which are resurfaced.

**10. OTHER CONSIDERATIONS**

Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Environment, Sustainability And Climate Change Considerations	No relevant issues
Staff Considerations	No relevant issues

**11. RECOMMENDATIONS**

- 11.1 It is recommended that Members approve the proposed programme as shown in **Appendix 1**, and note that this will fully commit the funding available in 2022/2023.
- 11.2 It is recommended that Committee approves any changes to the proposed year one of the programme be delegated to the Director of Regeneration and Neighbourhoods, in consultation with the Chair of Neighbourhood Services Committee.

**12. REASONS FOR RECOMMENDATIONS**

- 12.1 To ensure that structural highway maintenance funding is prioritised to achieve maximum benefit from the available budget.

**13. BACKGROUND PAPERS**

- 13.1 None.

**14. CONTACT OFFICER**

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**AUTHOR OF REPORT**

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Sign Off:-

Director of Policy and Finance



Chief Solicitor



**Year 1 2022/23**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£340,000
Mowbray Road	Sections	£112,000
Tofts Farm Rd East	Sections	£41,000
Bolton Grove	Full	£30,000
Vicarage Row	Full	£15,000
Coal Lane	Sections	£70,000
Kesteven Road	Sections	£26,000
Catcote Road	Sections	£112,000
Leamington Drive	Full	£9,000
Leamington Parade	Full	£25,000
Colwyn Road	Sections	£24,000
Park Road	Sections	£77,000
Eldon Grove	Park Rd to Clifton Ave	£23,000
Grange Road	Sections	£37,000
Wooler Road	White House Rbt	£39,000
Old School Lane	Sections	£20,000
Worset Lane	Sections	£56,000
Butts Lane	Sections	£27,000
Middleton Road	Raby Rd to Lancaster Rd	£47,000
A179 Asda Rbt	Full	£100,000
Lansdowne Road	Full	£24,000
Studland Drive	Sections	£20,000
Durham Street	Sections	£62,000
Albion Terrace	Full	£72,000
Southgate	Full	£30,000
Prissick St/ Cliff Ter	Full	£33,000
Murray Street	Sections	£67,000
Malcolm Road	Full	£20,000
		<b><u>£1,558,000</u></b>

**Year 2 2023/24**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£325,000
Old Cemetery Rd	Full	£71,000
Mowbray Road	Section	£118,000
West View Road	Sections	£75,000
Castleton Road	Full	£25,000
Warkworth Drive	Full	£20,000
King Oswy Drive	Sections	£42,000
Jutland Road	Sections	£26,000
Tees Road	Mayfair to Power Station	£145,000
Old School Lane	Sections	£20,000
Elliott Street	Full	£36,000
Fens Crescent	Full	£32,000
Manor Close	Full	£41,000
Acclom Street	Full	£12,000
Lancaster Road	Full	£105,000
Worset Lane	Residential section	£29,000
Eaglesfield Road	Full	£46,000
Lightfoot Crescent	Full	£28,000
Radnor Grove	Full	£24,000
Manor Road	Full	£22,000
Ridlington Way	Full	£35,000
Lizard Grove	Full	£16,000
Oxford Road	Sections	£58,000
Chichester Close	Cul-de-sacs	£12,000
Hart Village	A179 to western village entrance	£75,000
Minch Road	Full	£24,000
Newhaven Court	Full	£24,000
Chaucer Ave	Full	£33,000
North Rd, Seaton	Full	£15,000
Bond Street	Full	£16,000
Northlands Ave	Full	£9,000
		<b><u>£1,559,000</u></b>

**Year 3 2024/25**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£345,000
York Road	Raby Rd to Victoria Rd	£95,000
Brenda Rd	Seaton Lane to Tofts Farm	£175,000
Throston Grange Ln	(Eastern section)	£90,000
Seaton Lane	Brenda Rd to A689	£100,000
Casebourne Road	Full	£65,000
Friar Terrace	Full	£15,000
Moor Parade	Full	£66,000
Dalkeith Road	Full	£54,000
York Place	Full	£80,000
Grosvenor Street	Grange Rd to School	£34,000
Roxby Close	Full	£16,000
Grainger Street	Full	£18,000
Thornhill Gdns	Full	£26,000
Kilmarnock Rd	Owton Manor Lane to Jedburgh Rd	£73,000
Parton Street	Full	£25,000
Stockton Road	Tanfield Rd to Loyalty Rd (S)	£32,000
Victoria St, H'land	Full	£13,000
Middlegate	Northgate to Sunnyside	£12,000
Carroll Walk	Full	£33,000
Ivy Grove	Full	£26,000
Edgar Street	Full	£12,000
Alston Street	Full	£14,000
Winterbottom Ave	Holdforth Rd to Warren Rd	£38,000
Coleridge Ave	Full	£16,000
Welldeck Gardens	Full	£13,000
Penrhyn Street	Full	£14,000
Farndale Road	Full	£8,000
Earlsferry Road	Full	£29,000
Troutpool Close	Full	£17,000

**£1,554,000**

**Year 4 2025/26**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£330,000
Catcote Road	Sections. Full recon	£145,000
A1086	Coast Road to Durham Boundary Phase 1	£85,000
York Place/ Town Wall	Full	£46,000
Bath Terrace	Full	£22,000
A1049 West View Rd	Sections	£90,000
Tristram Avenue	Section	£26,000
Heathfield Drive	Section	£22,000
Oakland Avenue	Full	£25,000
Worset Lane	Sections	£44,000
King Oswy Drive	Sections	£82,000
Ardrossan Road	Full	£32,000
A179	Tall Ships Roundabout	£46,000
A179	Hart Roundabout	£90,000
Oxford Road	Top end. Full reconstruction	£125,000
Charterhouse St	Full	£21,000
Rugby St	Full	£21,000
Uppingham St	Full	£21,000
Kingsley Avenue	Section	£42,000
Brierton Lane	A689 to Catcote Phase 1	£36,000
Mainsforth Tce	Newburn Bridge to Musgrave	£57,000
Percy Street	Full	£48,000
Torbay Grove	Full	£21,000
Surtees Street	Full	£33,000
Rydal Street	Full	£17,000
Milbank Road	Avondale Gdns to Allerton Close	£19,000
Retford Grove	Full	£14,000

**£1,560,000**

**Year 5 2026/27**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£350,000
Catcote Road	Sections (Full reconstruction)	£140,000
A1086	Coast Road to Durham Boundary Phase 2	£125,000
Brierton Lane	A689 to Catcote Phase 2	£95,000
Park Road	Sections	£75,000
Brenda Road	A689 rbt to Oxford Road	£94,000
Braemar Road	(Concrete rd)	£136,000
Throston Grange Ln	Sections	£81,000
Haswell Avenue	Section	£45,000
Marlborough Street	Full	£30,000
Tennyson Avenue	Section	£51,000
Park Avenue	The Parade to Cresswell Rd	£28,000
Murray Street	Sections	£65,000
Rowell Street	Full	£27,000
Queen Street	Full	£16,000
Coal Lane	Sections	£29,000
Kesteven Road	(Full reconstruction)	£96,000
Brougham Tce	Lancaster Rd to Milbank Rd	£31,000
Cowper Grove	Full	£25,000
South Parade	Oxford St to Southburn Terrace	£20,000

**£1,559,000**

**Notes:**

**\*1 Year 1 fixed. Some schemes in future years may need to be prioritised/ substituted due to other roads deteriorating more quickly.**

**2 The estimates above are based on current prices on Annual Tender so costs likely to change when current contract renewed 2025/26 or if increase in material costs etc.**

**3 Estimates are based on HBC receiving the same budget allowance year on year.**



**Report of:** Assistant Director (Place Management)

**Subject:** LOCAL TRANSPORT PLAN PROGRAMME

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**1. TYPE OF DECISION/APPLICABLE CATEGORY**

1.1 Key Decision test (ii) applies. Forward Plan Reference No. NRS 01/22.

**2. PURPOSE OF REPORT**

2.1 To inform the Neighbourhood Services Committee of the current position with the Local Transport Plan Delivery Plan, progress made under the Local Transport Plan delivery programme during 2021/2022, and to identify potential schemes for 2022/2023.

**3. BACKGROUND**

3.1 The third Local Transport Plan (LTP) 2011-2026, sets out how a safe and sustainable transport system can be delivered within Hartlepool. It was recognised that funding, particularly in the short to medium term, was significantly reduced from the second LTP period and, while this represented a significant barrier to delivering the Council's aspirations for improving the transport network in Hartlepool, it provided opportunities to work more closely with our partner organisations for the overall benefit of the Borough.

3.2 Last year's committee report provided a refresh to the LTP Delivery Plan, by updating on strategy developments and the various projects/initiatives taking place in Hartlepool and across the wider Tees Valley.

3.3 The LTP is also aligned with key regional strategies and local development frameworks. The Tees Valley Combined Authority's Strategic Transport Plan covers the period up to 2030, and has the vision *"To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley"*.

3.4 In recent years the TVCA has become a bridge between local authorities and central government on policy implementation, bid development and submission, and also funding allocations, with LTP budgets now being

provided to the combined authority for onward distribution to individual Councils.

- 3.5 The Covid-19 pandemic continued to have an impact on delivery of the 21/22 programme. Social distancing restrictions and safe working practices for our own highway operatives, along with external contractors, impacted not just LTP schemes, but also routine highway works.
- 3.6 To further support the transport sector, the government provided significant funding to the public transport industry during the first lockdown from March 2020, to ensure the continued provision of bus services despite significantly reduced passenger numbers. This recovery funding was intended to support the sectors return to financial sustainability.
- 3.7 In order to be eligible for potential future funding in this regard there are two requirements which must be met, which are the submission of a Bus Service Improvement Plan (BSIP), and the implementation of an Enhanced Partnership (EP).
- 3.8 The BSIP sets out a vision for delivering a step-change in bus services following a local public and wider stakeholder engagement process, and the EP is a statutory agreement between TVCA, the five Tees Valley local authorities and the bus operators to ensure full and effective implementation of the BSIP. This Council has been working with TVCA and the other local authorities on both elements to ensure eligibility for future public transport funding for the benefit of passengers in Hartlepool.

#### 4. PROPOSALS

- 4.1 An update on works identified for delivery during 2021/2022 is shown at **Appendix 2**, along with proposed schemes for 2022/2023 (subject to further committee reports where necessary).
- 4.2 In 2021/22 the level of demand for safety schemes outweighed the Local Transport Plan budget and therefore a prioritisation matrix is used which was approved by Neighbourhood Services Committee in 2019. This allows schemes to be prioritised on the basis of requirement, with a further report being taken in the summer of each year.
- 4.3 That Hartlepool Borough Council continue to work with the TVCA to join an enhanced bus partnership, noting that there are no obligations on the Council at this stage whilst allowing continued the engagement through the TVCA bus partnership governance structure to develop a priority of highway network improvements, subject to confirmation of additional funding and satisfactory completion of the necessary statutory processes.

## 5. FINANCIAL CONSIDERATIONS

- 5.1 All works/schemes will be funded via the LTP allocation from Central Government, with the Integrated Transport Block allocation expected to remain at around £719,000. Allocations for 2021/22, along with provisional allocations for 2022/23 are shown in **Appendix 1**.
- 5.2 As part of changes to Government funding mechanisms, LTP allocations will now form part of the City Region Sustainable Transport Settlement (CRSTS). This is described as ‘An unprecedented investment in local transport networks, and is a major driver for significant change in England’s city regions’. It is anticipated that CRSTS funding will provide a major boost to both small and large scale transport and highway projects across both Hartlepool and the wider Tees Valley in the coming years.

## 6. RISK IMPLICATIONS

- 6.1 A number of the schemes listed in the 2021/2022 column in **Appendix 2** are expected to slip into 2022/23 for the reasons outlined in the report. There are no restrictions on carry forwards for these schemes.

## 7. OTHER CONSIDERATIONS

Legal Considerations	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Section 17 of The Crime And Disorder Act 1998 Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues
Environment, Sustainability And Climate Change Considerations	No relevant issues

## 8. RECOMMENDATIONS

- 8.1 That Neighbourhood Services Committee notes the proposals outlined in Section 4 and approves the anticipated budget breakdown for 2022/2023 as shown in **Appendix 1 and 2**.

## 9. REASONS FOR RECOMMENDATIONS

- 9.1 To facilitate the continuation of the Local Transport Plan delivery programme.

## 10. BACKGROUND PAPERS

- 10.1 LTP Strategic Delivery Plan – Neighbourhood Services Committee – 16<sup>th</sup> March, 2015.

Local Safety Schemes Update – Neighbourhood Services Committee – 23<sup>rd</sup> September 2021.

## 11. CONTACT OFFICER

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Sign Off:-

Director of Policy and Finance

Chief Solicitor

## 4.2 APPENDIX 1

**Allocation of Integrated Transport Block Capital Funding (2021/22 & Proposed 2022/23)**

Theme	Scheme Type	2021-22	2022-23
		£000's	£000's
Bus Infrastructure (BI)	Bus Stop Improvements	25	15
Cycling Schemes (CY)	Cycle tracks/lanes	90	75
	New cycle parking facilities	5	5
Sustainable Travel (ST)	Sustainable Travel Improvements	45	50
Local Safety Schemes (LS)	Safer routes to school	75	50
	Local Safety Schemes	75	100
	Signage Improvements	34	34
Road Crossings (RC)	Dropped Kerbs	25	15
Traffic Management and Traffic Calming (TM)	Traffic Signal Improvements	50	70
	School Safety Schemes	30	30
	Highway Improvement Schemes	95	100
Local Road Schemes (RD)	Verge Hardening Programme	50	60
	Access to Employment	30	25
Miscellaneous (OS)	Car park improvements	50	40
	Street Lighting Improvements	40	50
<b>Total</b>		<b>719</b>	<b>719</b>

## 4.2 APPENDIX 2

Scheme Type	2021-2022	2022-2023
Bus Infrastructure	<p>Consultation undertaken for new shelter on Mowbray Rd, but did not proceed due to negative response.</p> <p>3x new shelters provided by S106 funding for Northgate &amp; West View Road.</p> <p><b>Repairs to HBC owned bus shelters:-</b></p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p><b>Miscellaneous:-</b> Canopy / shelter cleansing Carriageway lining works – various locations Purchase of new bus timetable casings. New / replacement timetable installation works at various locations. Installation of missing, corroded and damaged bus stop poles, in preparation for Tees Valley upgrade of all bus stop flags Printing of new / updated bus timetables (various).</p>	<p>Shelter upgrades along bus improvement corridor identified in work with TVCA as part of Bus Service Improvement Partnership.</p> <p>Potential shelter upgrades along King Oswy Drive to complement cycleway improvements.</p> <p>New shelter requests, subject to public consultation where required.</p> <p><b>Repairs to HBC owned bus shelters:-</b></p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p><b>Miscellaneous:-</b> Canopy / shelter cleansing Carriageway lining works – various locations Purchase of new bus timetable casings. New / replacement timetable installation works at various locations. Installation of missing, corroded and damaged bus stop poles, in preparation for Tees Valley upgrade of all bus stop flags Printing of new / updated bus timetables (various).</p>

Scheme Type	2021-2022	2022-2023
Cycle tracks / lanes	<p>Contributions to LCWIP project (town centre area) and MRN bid (A689 Queen's Meadow to Wolviston roundabout) as required.</p> <p>The Way of St. Hild – Further development of Pilgrimage Trail.</p> <p>England Coast Path improvements – Yacht Club and Butterstone Avenue areas.</p> <p>Seaton Walkway improvements – Surfacing works and stair/ cycle channel installation.</p> <p>Green Wedge, Bishop Cuthbert – footbridge repairs.</p> <p>Brus Tunnel - New vehicle barrier installation.</p> <p>Various A frame/ motorbike barrier installations.</p> <p>King Oswy Drive - cycleway improvement design work.</p>	<p>Further contributions to LCWIP project (town centre area) and MRN bid (A689 Queen's Meadow to Wolviston roundabout) as required. Government funding announcement on projects awaited.</p> <p>Cycling route surfacing schemes:-</p> <ul style="list-style-type: none"> <li>• Merlin Way – Hart Lane</li> <li>• North Cemetery shared pedestrian route</li> <li>• Hart – Tall Ships roundabout</li> <li>• Fens Estate – public footpath between houses and Greatham Beck</li> </ul> <p>Hart Lane corridor – development work.</p> <p>King Oswy Drive improvements.</p>

Scheme Type	2021-2022	2022-2023
<p>New cycle parking facilities</p> <p>Signage Improvements</p>	<p>Contribution to school cycle parking programme identified by Emergency Active Travel Fund works:-            Throston            Grange x2            Eldon Grove x2            Springwell            Sacred Heart            Rift House</p> <p>Variable message signs – A689 &amp; A179.</p> <p>School time electronic 20mph signage:-            Throston Grange Lane/ Wiltshire Way            Park Road            Fens School</p> <p>Other routine signage works as required.</p>	<p>Potential school cycle parking facilities:-</p> <ul style="list-style-type: none"> <li>• English Martyrs</li> <li>• High Tunstall</li> <li>• Clavering</li> <li>• Rift House</li> <li>• Barnard Grove</li> <li>• Jesmond Gardens</li> </ul> <p>Vehicle activated signage:-</p> <ul style="list-style-type: none"> <li>• Powlett Road</li> <li>• A689/ Traveller’s Rest</li> <li>• Elwick Rd/ Queensberry Ave</li> <li>• Hart Lane (Dunston Rd – Wiltshire Way)</li> </ul> <p>School time electronic 20mph signage:-</p> <ul style="list-style-type: none"> <li>• English Martyrs</li> <li>• High Tunstall</li> <li>• Eldon Grove (Elwick Rd)</li> <li>• St. Aidan’s</li> <li>• Golden Flatts</li> <li>• Manor College</li> <li>• Rossmere (Catcote Rd)</li> </ul> <p>Other signage to be identified.</p>

Scheme Type	2021-2022	2022-2023
Sustainable Travel Improvements	<p>Minor improvement works to School Crossing Patrol sites.</p> <p>Electric Vehicle Infrastructure- Potential contribution.</p> <p>Support to Access Fund programme.</p> <p>General footpath/ crossing improvements.</p>	<p>Contribution to electric vehicle infrastructure project as required.</p> <p>Support to Access Fund programme.</p> <p>General footpath/ crossing improvements.</p> <p>Minor improvement works to School Crossing Patrol sites/ school gate parking issues.</p> <p>Town centre cycling/ walking links (Town Deal connectivity project).</p>
Safer Routes To School	<p>Small scale safety schemes (guard rails, footpath works, etc).</p> <p>Raby Road safety schemes.</p> <p>Mowbray Road safety scheme.</p> <p>Contribution to school cycle parking programme identified by Emergency Active Travel Fund works:-  Throston  Grange x2  Eldon Grove x2  Springwell  Sacred Heart  Rift House</p>	<p>Small scale safety schemes (guard rails, footpath works, etc).</p> <p>Clavering Road lay-by (subject to design).</p> <p>Additional schemes to be identified/ confirmed in a further local safety scheme report to Committee.</p>

Scheme Type	2021-2022	2022-2023
Local Safety Schemes	<p>Wynyard Road local safety scheme.</p> <p>Contribution to King Oswy Drive cycleway improvements.</p> <p>Lansdowne Road traffic calming.</p> <p>Grange Road safety scheme.</p> <p>Valley Drive area – Traffic calming scheme subject to consultation, funded separately from the Highways Improvement Programme. Subject to realigned funding from Dunston Road scheme, which did not proceed following consultation.</p> <p>Traffic regulation orders (various).</p>	<p>Additional schemes to be identified/ confirmed in a further local safety scheme report to Committee.</p> <p>Traffic regulation orders (various).</p>
Road Crossings (dropped kerb schemes)	<p>Wooler Road, Kesteven Road x9, Bolton Grove x2, Portmadoc Walk x2, Lacey Grove, Yarm Close, Allendale St, Jutland Rd/ Seaton Lane, Claremont Drive, Egton Drive, Goathland Drive, Commondale Drive, Grosmont Rd.</p>	<p>Additional schemes to be identified.</p>

Scheme Type	2021-2022	2022-2023
School Safety Schemes	Elwick School (subject to further consultation).  St. Joseph's Primary School (subject to consultation)	High Tunstall School puffin crossing.
Verge Hardening programme / car parking bays	Alva Grove, Bennett Road, Caxton Grove, Dryden Rd, Dunbar Road x3, Dunoon Rd x2, Forfar Rd x2, Irvine Rd, Monkton Rd x2, Muir Grove, Nash Grove, Pavilion Close.	Westwood Way.  Other schemes to be identified / confirmed.
Traffic Signal Improvements	Upgrade to York Rd/ Thornton St crossing.  Upgrade to Park Rd/ Waldon St signals.	Upgrade to A689/ Sappers Corner signals.  Upgrade to Easington Rd (Former Saxon Hotel) crossing.
Car Parking Improvements	Contribution to Archer Street car park works.  Permit zone lining/ signing works.	Contribution to replacement camera enforcement car.

Scheme Type	2021-2022	2022-2023
Highway Improvement Schemes	<p>Match funding contributions to various DfT/ TVCA funding bids as required.</p> <p>Cats eyes/ road markings replacement.</p> <p>Footpath improvement schemes – Dalton Piercy, Elwick, Hart, St. David’s Walk.</p> <p>Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).</p>	<p>Match funding contributions to various DfT/ TVCA funding bids as required.</p> <p>Cats eyes/ road markings replacement.</p> <p>A689/ Wynyard/ The Wynd roundabout improvements.</p> <p>Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).</p>
Access To Employment	<p>Marlowe Road/ Catcote Shops parking lay-by.</p> <p>Footpath improvement schemes – Windermere Rd, Thomlinson Rd, Ladysmith St.</p>	<p>ISQ Quarter/ industrial estate works to be identified.</p>
Street Lighting	<p>West View Road, Catcote Road column replacement/ lighting upgrades.</p> <p>Headland sea front column replacement.</p> <p>South Fens/ Catcote Rd upgrade scheme.</p> <p>Seaton Station bridge upgrade scheme.</p>	<p>Column replacement/ lighting upgrade schemes to be identified.</p>

**NEIGHBOURHOOD SERVICES  
COMMITTEE**  
24<sup>th</sup> March 2022



**Report of:** Assistant Director (Place Management)

**Subject:** WEST PARK 20MPH LIMIT AND VALLEY DRIVE  
TRAFFIC CALMING

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**1. TYPE OF DECISION/APPLICABLE CATEGORY**

1.1 Non-Key Decision.

**2. PURPOSE OF REPORT**

2.1 To seek approval for the implementation of a 20mph speed limit in the West Park area (**Appendix 1**), along with traffic calming measures in Valley Drive (**Appendix 2**) following a public consultation for the proposed schemes.

**3. BACKGROUND**

3.1 At Neighbourhood Services Committee on the 19<sup>th</sup> March 2021, approval was given to design and consult on a proposed safety scheme for the Valley Drive area.

3.2 An initial consultation for the installation of road humps was undertaken with a majority of residents responding negatively to the proposals, although many residents expressed concerns about speeding and indicated that they felt alternative measures were required across the wider West Park area.

3.3 Following this initial consultation alternative proposals were developed and further consultation was undertaken.

**4. PROPOSALS**

4.1 Therefore it is proposed to implement a 20mph speed limit on all roads leading off West Park and Egerton Road. In addition pinch points and electronic speed signs are proposed for Valley Drive.

4.2 The 20mph speed limit would replace the existing 30mph limit, and would require the implementation of terminal signs at junctions where the speed limit changes, along with smaller repeater signs at regular intervals throughout the estate. The signs would be supplemented with carriageway

markings (roundels) indicating the speed limit at the entrances to the 20mph area.

- 4.3 Two pinch points are proposed on Valley Drive. The first feature is located north of the junction with Carisbrooke Road and the second north of Hardwick Court. These features reduce the carriageway to one lane and require motorists to give way to oncoming traffic.
- 4.4 Two electronic speed signs are proposed to be sighted either side of the carriageway, approximately midway along Valley Drive. The signs will illuminate when a vehicle approaches showing the speed of the vehicle, while cowls will be used to screen the display from residential properties where necessary.

## 5. FINANCIAL CONSIDERATIONS

- 5.1 The estimated total cost of the scheme is £30,000 and will be funded from an existing Highways budget.

## 6. LEGAL CONSIDERATIONS

- 6.1 Should the scheme be approved Traffic Regulation Orders will be advertised, providing the opportunity for any objections to be raised.

## 7. CONSULTATION

- 7.1 In total, 616 households were sent letters inviting them to view the plans and take part in an online survey.
- 7.2 Residents could also apply for paper copies if they were unable to access the online consultation.
- 7.3 The residents of Valley Drive and nearby streets were also asked separately for their views with regards to the proposed pinch points and electronic speed signs.

### West Park Area 20mph limit survey

73 in favour with 33 against.

The following comments were received from residents opposed to the measures:

- Not effective if not enforced;
- Just enforce existing 30 mph limit;
- Drivers who speed in 30mph limit will continue in 20mph;
- Waste of Council funds; and
- Do not consider that there is a speeding issue.

Valley Drive Pinch Point Proposals

17 in favour with 14 against.

The following comments were received from residents opposed to the measures:

- These features cause traffic flow problems;
- They will reduce on street parking;
- Vehicles parking up for the existing post box will conflict with pinch point;
- Pedestrian safety will be compromised when crossing the road near to these features;
- It will be difficult for residents living adjacent to access carriageway from their drives;
- There will be an increase in noise and congestion; and
- Signage for the pinch points will be ugly and intrusive.

Valley Drive Speed Signs

27 in favour with 9 against.

The following comments were received from residents opposed to the measures:

- Speed Signs are unsightly and out of character with Valley Drive; and
- They are often ignored.

7.4 Summary

Overall all the consultation results are positive, particularly for the 20mph speed limit and electronic speed signs. However it should be noted that a number of the negative comments for this element of the scheme are from households that live in the vicinity of the proposed features.

**8. OTHER CONSIDERATIONS**

Risk Implications	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Environment, Sustainability And Climate Change Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

**9. RECOMMENDATIONS**

- 9.1 That Neighbourhood Services Committee approves the implementation of the proposed 20mph speed limit across West Park, and the pinch points and electronic signs on Valley Drive.

**10. REASONS FOR RECOMMENDATIONS**

- 10.1 To improve road safety in the West Park area.

**11. BACKGROUND PAPERS**

- 11.1 There are no background papers.

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Sign Off:-

Director of Policy and Finance



Chief Solicitor



# Plan on Roads Proposed for New 20mph Speed Limit (Where Shown Shaded)



## NOTE

The furthest distance on the estate from the 30mph zone is about a mile.

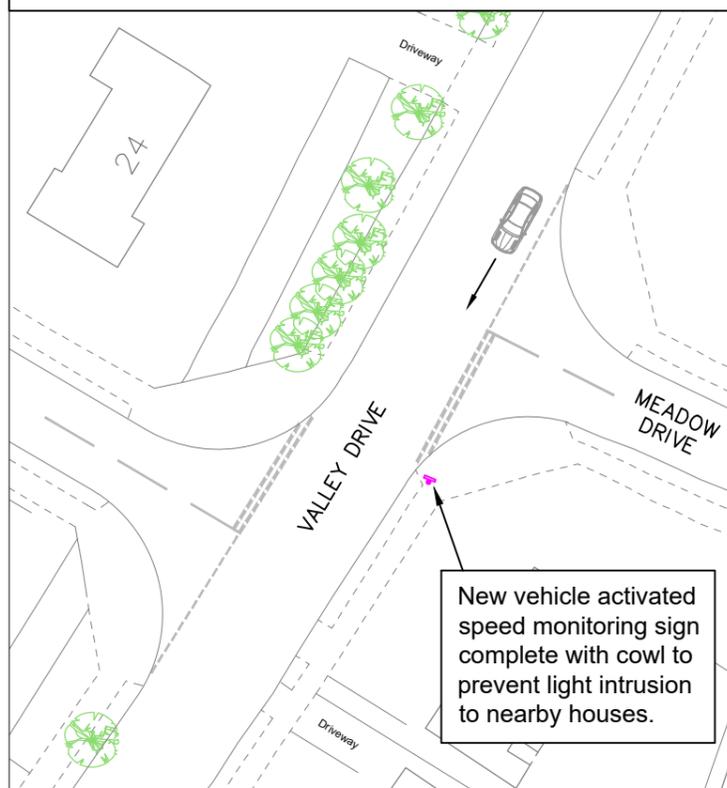
1 mile at 30mph takes 2 minutes

1 mile at 20mph takes 3 minutes

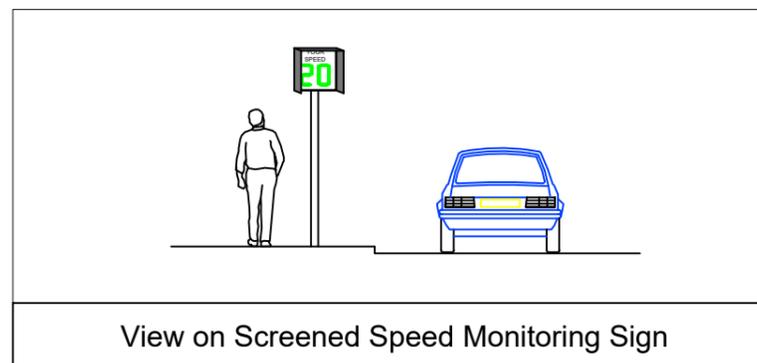
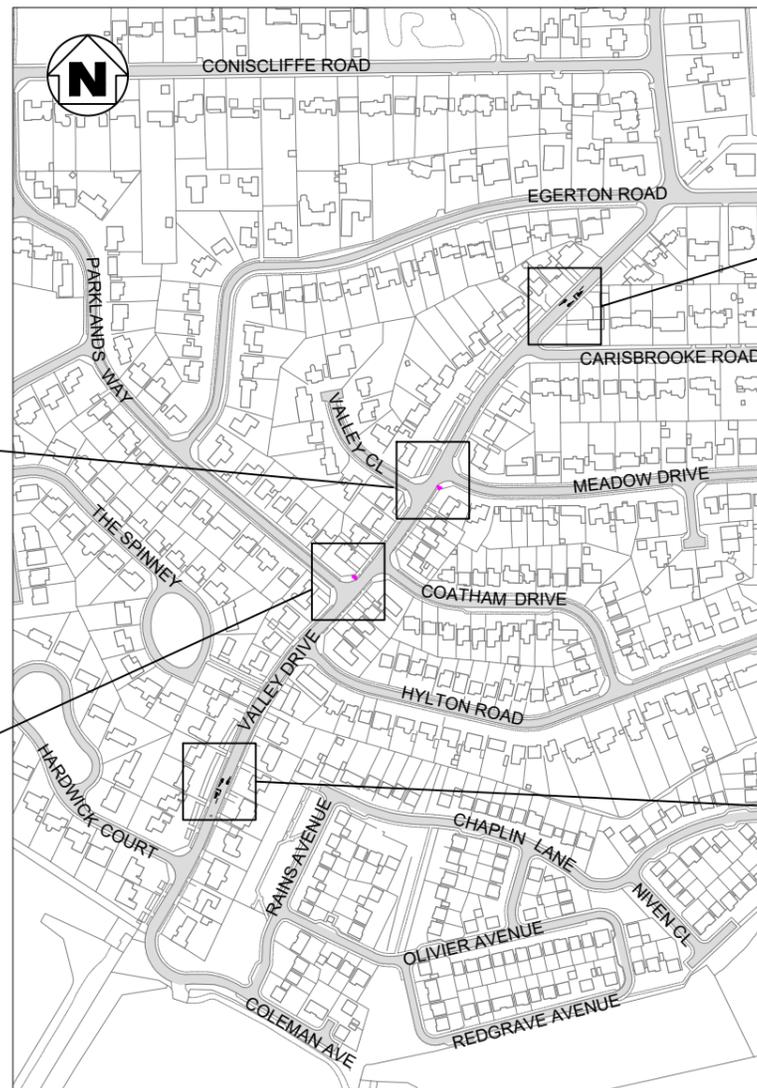
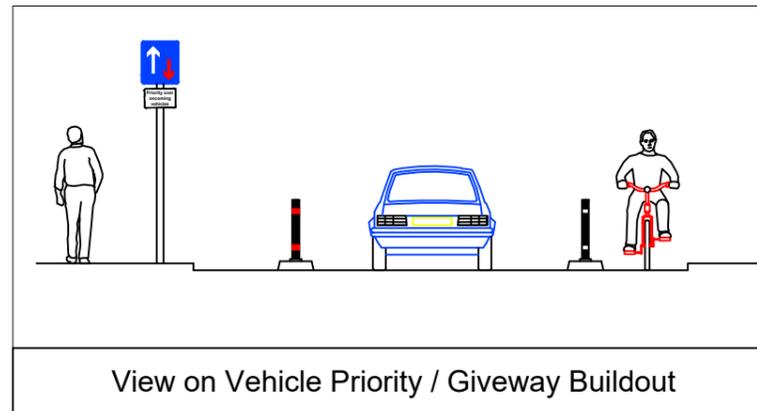
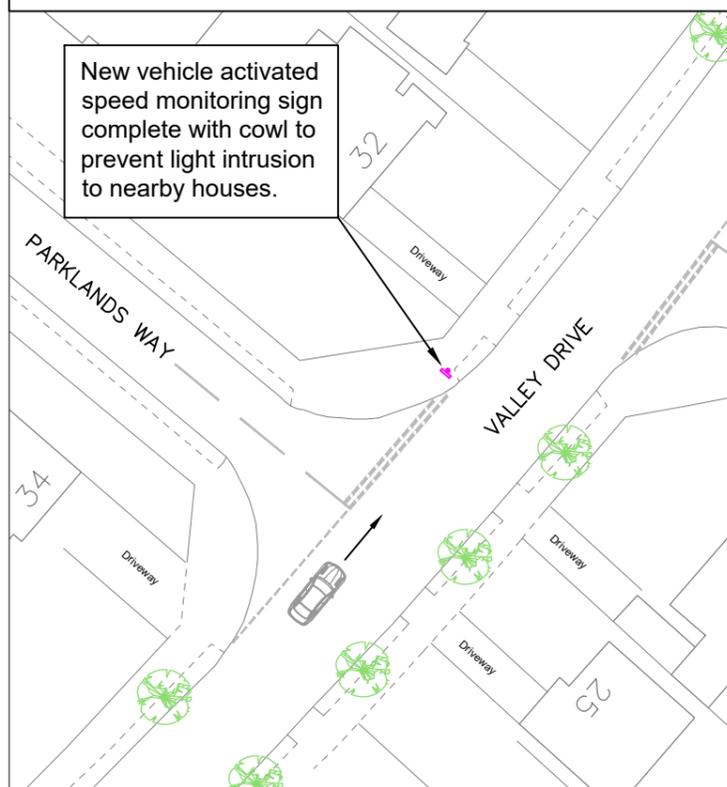
Thus, reducing the speed limit will only add one extra minute to your journey time.

# PROPOSED TRAFFIC CALMING FEATURES FOR VALLEY DRIVE

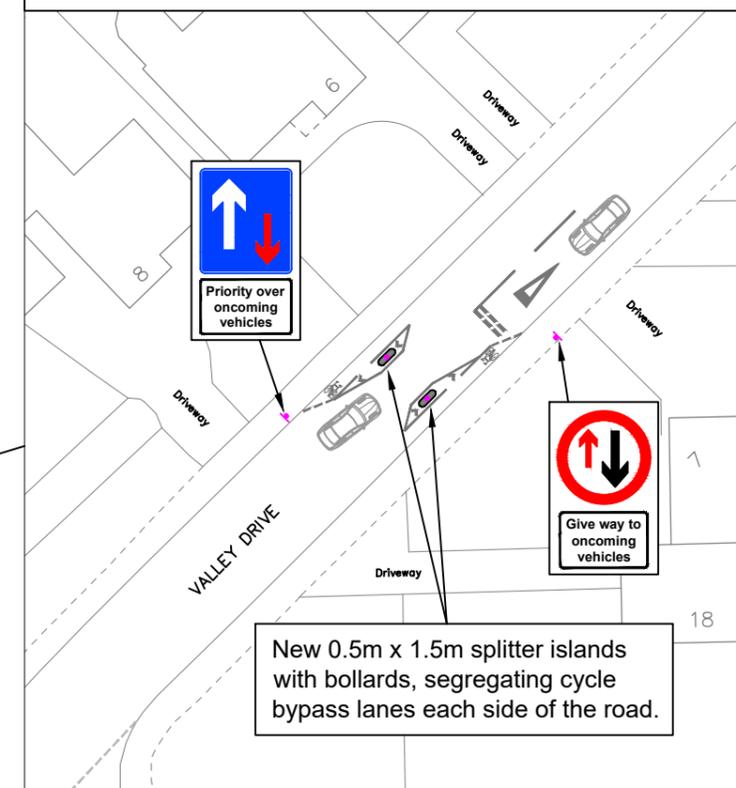
Screened Speed Monitoring Sign No1



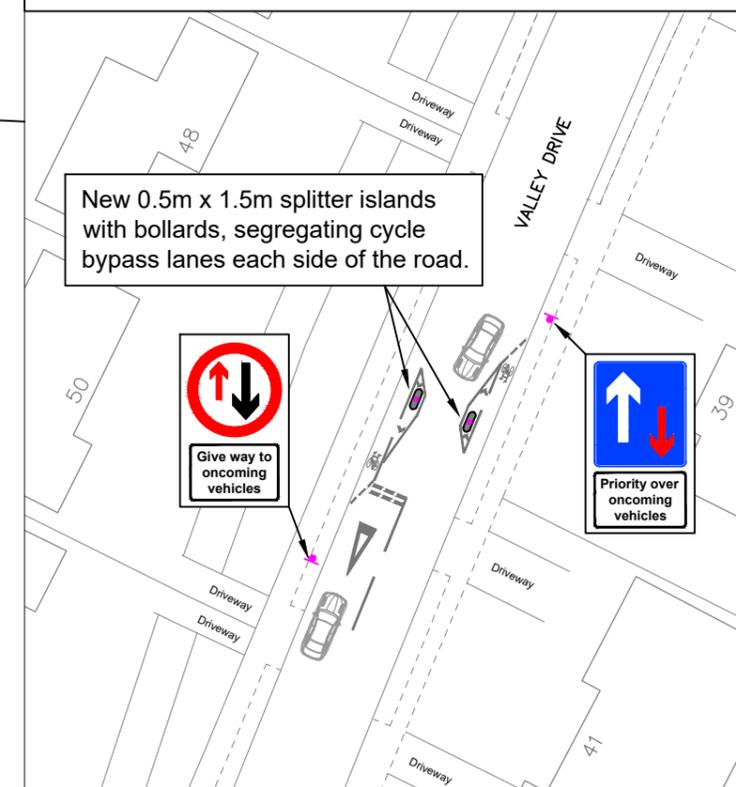
Screened Speed Monitoring Sign No2



Vehicle Priority / Giveaway Buildout No1



Vehicle Priority / Giveaway Buildout No2



# NEIGHBOURHOOD SERVICES COMMITTEE

24<sup>th</sup> March 2022



**Report of:** Director of Neighbourhoods and Regulatory Services

**Subject:** WYNYARD GARDEN VILLAGE – VISIONING DOCUMENT CONSULTATION

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## 1. TYPE OF DECISION

1.1 Report for information.

## 2. PURPOSE OF REPORT

2.1 This report informs Neighbourhood Services Committee of the work carried out to review the vision for Wynyard Garden Village following a consultation exercise. The draft visioning document is included at **Appendix 1** of this report and the final version, with amendments made after conclusion of the consultation on 7<sup>th</sup> March 2022, is included at **Appendix 4**.

## 3. BACKGROUND

- 3.1 Wynyard is an area in the south west of the Borough that has now supported significant housing delivery over a number of years. The area was formally allocated for development within the Hartlepool Local Plan, adopted in May 2018. A Masterplan to guide development was endorsed by Regeneration Services Committee on 18<sup>th</sup> October 2019. Wynyard is recognised as an area of significant growth over the Local Plan period to 2031 and beyond.
- 3.2 In late 2018, Hartlepool Borough Council, the Tees Valley Combined Authority and Homes England supported submission of an expression of interest to make Wynyard a Garden Community, in response to the Government's publication of a Garden Communities Prospectus. This resulted in the Government designating the Wynyard Garden Village in January 2020, making the area one of 49 such new settlements across England. This Garden Village designation reflects a shared ambition for the creation of a sustainable, self-contained settlement at Wynyard. The designation provides opportunities for close and meaningful long-term stewardship and embeds the principle of community involvement in the development process at Wynyard, whilst creating additional opportunities for funding to help support the area's sustainable growth.
- 3.3 The long-term vision incorporated into the Garden Village submission also outlined opportunities for additional delivery of key infrastructure and housing

beyond those set out currently within the Hartlepool Local Plan, 2018 and the Wynyard Masterplan, 2019.

- 3.4 In recognition of these considerations and additional development opportunities, the visioning document included at **Appendix 4** sets out a range of potential proposals for the area's long-term growth. It has been prepared as a means of involving residents in Wynyard at the earliest possible stage in future proposals for growth and investment in Wynyard. The development proposals included within the consultation fall outside the current planning framework for Wynyard. However, they are an important indicator of the final scale and range of development that might be expected within the Garden Village. This will form an important piece of evidence that could inform any future review of development plan documents and help shape the preparation of planning applications.
- 3.5 Reflecting upon the joint commitment to involvement and partnership working at Wynyard, the visioning document has been prepared with the joint involvement and agreement of the key landowners Wynyard Park Ltd and Homes England. It has also been informed by engagement with Stockton-on-Tees Borough Council, and other key stakeholders. The proposals within the visioning document have been shaped by responses received through public engagement held between 14<sup>th</sup> February and 7<sup>th</sup> March 2022 following publication of **Appendix 1**.

#### 4. PROPOSALS

- 4.1 The visioning document defines a new Vision for the wider Wynyard Garden Village area, it reviews the Garden Village principles that underpin the key objectives of the designation, provides an updated baseline analysis of the area and outlines a potential long term development framework focused on potential areas of change as a result of the Garden Village designation. The designation of Wynyard as a Garden Village can help unlock additional capacity for investment and growth, enabling the long-term delivery of 3,100 additional homes to deliver a total of 6,800 homes across the Garden Village as a whole. Reflecting this additional growth a wider range of community facilities, highway and transport provision and green infrastructure would be required to facilitate the creation of a sustainable, self-contained new settlement.

#### 4.2 Proposed vision for the Garden Village:

*“For Wynyard to build on the established high quality green infrastructure, housing and employment offer to deliver a truly sustainable garden village, with diversity of house types, sizes and tenures and employment development, as well as providing access to new schools, community facilities and green spaces for residents. Connecting people to work, education and leisure locally.”*

- 4.3 **The Garden Village principles and governance:** The Government's Garden Village prospectus defines a set of principles that should help define the key qualities that shape future development at Wynyard. These include:
- a. Clear identity – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.

- b. Sustainable scale – built at a scale which supports the necessary infrastructure with the capacity for future growth.
- c. Well-designed places – with vibrant mixed-use communities with a range of employment types and premises, retail, recreation and community facilities.
- d. Great homes – offer a wide range of high quality, distinctive homes including affordable housing and a mix of tenures for all stages of life.
- e. Strong local vision and engagement – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses.
- f. Transport – integrated, forward looking and accessible transport options. Including promotion of public transport, walking, and cycling.
- g. Healthy places – designed to provide the choices and chances for all to live a healthy life.
- h. Green space – generous, accessible, and good quality green and blue infrastructure.
- i. Legacy and stewardship arrangements – should be in place.
- j. Future proofed – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change.

4.4 These principles are important, not just for the immediate construction phase of the Garden Village but in helping to shape creation of a new community that will grow and evolve as a sustainable, attractive and successful place. An important part of this is the creation of robust long-term governance arrangements. The visioning document sets out an initial framework for governance to manage the relationships between key stakeholders involved in delivery at Wynyard and involvement of the community.

4.5 **Baseline summary and Infrastructure Requirements** – Section 4 of the visioning document provides a baseline summary that considers the current context and issues that development of the Garden Village is likely to be influenced by, while section 5 considers the possible infrastructure requirements. This includes analysis and descriptions of:

- **Landownership:** Identifying Wynyard Park Ltd and Homes England as the primary landowners involved in delivery of the key additional development opportunities.
- **Access and Transport:** Reviewing existing and committed highway, walking and cycling arrangements in the area. In relation to highway improvements, to accommodate the level of growth envisioned a new high capacity route connecting Wynyard to the east of the A19 (T) would be required. This would involve a new bridge or underpass of the A19 (T) to provide a route that connects the Garden Village directly to the A689 Wolviston Roundabout. Meanwhile, securing accessible, affordable public transport to connect the Garden Village with Hartlepool and Stockton on Tees is clearly recognised as important whilst enhancing cycle and pedestrian links through the site and connecting with surrounding areas will be critical to supporting a sustainable, healthy new community.
- **Strategic green infrastructure:** Noting the extent and role of green spaces and woodland. Ensuring adequate provision of space for recreation and formal sports is noted that can reflect and build upon the unique woodland character of Wynyard. Further reflecting on the important role this area plays for ecological networks the consultation also reflects on the

recent enactment of the Environment Act 2021 and the forthcoming requirement to achieve Biodiversity Net Gain through development. This consultation begins the process of considering the provisions, through a combination of on-site enhancements and potential off-site mitigation that will be required to align future development with this legal requirement.

- **Historic environment:** Identifying relevant designated and non-designated heritage assets, most notably a Scheduled Monument at Burntoft Farm. The vision is clear regarding safeguarding of heritage assets and proposes to explore opportunities to provide additional open space within buffer zones will be investigated as part of the design process; in line with the broader aim of ensuring that heritage assets remain accessible to the public.
- **Community services and facilities:** Noting services including existing schools and health facilities but establishing that presently Wynyard remains dependent on some services in the wider area. The proposed new two form primary school at Wynyard Park is noted and the potential for at least one further primary school to meet the needs of additional growth is identified. The consultation also sets out recognition of the potential longer-term need for additional education facilities that would support creation of a self-contained, sustainable settlement.
- **Utilities, Drainage and Surface Water Management:** Outlines key issues including gas and electric connectivity, telecoms and broadband, water supply and foul water management, surface water management and flood risk.

4.6 **The vision:** A central component of the proposals within the visioning document is the identification of three key areas of change where new options for development that would diverge from the current Local Plan and 2019 Masterplan are reviewed. The consultation document sets out an initial understanding of how such development proposals might be brought forward. These areas of change include:

- **Woodland west:** This would be a new area of development adjacent to the Pentagon, accessed from The Meadows. This area would involve development within existing areas of woodland and would require careful consideration and assessment of the ecological impacts and proposals for mitigation of any harm that would arise. The consultation considers some of the measures that may be appropriate to help achieve this.
- **Parkland:** This area forms the central part of the current Wynyard Masterplan that proposes a mix of houses, community facilities and a large allocated of employment land. The consultation document explores options for additional housing development if evidence were to demonstrate the employment land allocation was no longer required.
- **North Burn:** This area lies to the east of the main part of Wynyard adjacent to the A19 (T) and north of Wynyard Business Park and the under-construction Amazon Fulfilment Centre. This site was previously allocated in the Hartlepool Local Plan 2006 for employment development, but was not required for employment purposes in the Local Plan 2018 and so was retained as white land outside the development limits or any specific designations. The consultation document provides an initial outline of how development could come

forward in this area to support the aims of the Garden Village whilst securing in particular, adequate access for North Burn and Wynyard as a whole through a new crossing of the A19 (T), and appropriate conservation and enhancement of the adjacent Ancient Monument.

- 4.7 **Next steps:** The vision document included at **Appendix 4**, completed following consultation with residents and other stakeholders the responses will help establish understanding of the development opportunities presented by Wynyard Garden Village. Further progress towards delivery of these opportunities would require review of the formal planning framework for Wynyard by the Council or submission of planning applications by the landowners for consideration.

## 5. CONSULTATION

- 5.1 This consultation document has been informed by joint working and engagement with Wynyard Park Ltd, Homes England, Stockton-on-Tees Borough Council, Natural England, The Forestry Commission and internal discussions with officers from a wide range of relevant services including Planning, Highways, Education, Ecology, and Flood Risk.
- 5.2 The visioning document has also been published on the Authority's consultation portal "Your say, Our future" with 86 responses received between 14<sup>th</sup> February and 7<sup>th</sup> March 2022. All existing households in Wynyard were informed directly of the visioning document consultation through a notification leaflet included at **Appendix 2**.
- 5.3 The responses received have been reviewed with further details regarding the consultation undertaken set out in a consultation statement at **Appendix 3**. Meanwhile, **Appendix 4** sets out a revised version of the vision document amended after consultation and incorporating a summary of the comments received.

## 6. OTHER CONSIDERATIONS

- 6.1 This report is presented to Neighbourhood Services Committee for information and does not seek a decision. Therefore, this report raises no relevant issues in respect of the following implications.

Risk Implications	No relevant issues
Financial Considerations	No relevant issues
Legal Considerations	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Section 17 of The Crime And Disorder Act 1998 Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

## 7. RECOMMENDATIONS

- 7.1 That the Neighbourhood Services Committee note the content of the Garden Village visioning document, and request that the Neighbourhood Services Committee should receive a future report considering what formal steps the Authority might take to review the formal planning framework for the Wynyard Garden Village.

## 8. REASONS FOR RECOMMENDATIONS

- 8.1 To inform Neighbourhood Services Committee of the Wynyard Garden Village visioning document.

## 9. BACKGROUND PAPERS

- i. [Garden Communities Prospectus, August 2018](#)
- ii. [Garden Communities Programme, October 2020](#)
- iii. [Wynyard Masterplan, 2019](#)
- iv. [Hartlepool Local Plan, 2018](#)

## 10. CONTACT OFFICER

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Sign Off:-

- Director of Finance and Policy
- Chief Solicitor/Monitoring Officer



**Wynyard Garden Village Visioning Document**  
Wynyard Park, Hartlepool Borough Council Area

**February 2022**



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## 1.0 Introduction

### Vision

For Wynyard Garden Village to build on the established high quality green infrastructure, housing and employment offer to deliver a truly sustainable garden village, with diversity of house types, sizes and tenures and employment development, as well as providing access to new schools, community facilities and green spaces for residents. Connecting people to work, education and leisure locally.



## 1.1 Background

Following the designation of Wynyard as a Garden Village in January 2020, which includes additional land beyond the existing Local Plan area, opportunities which support the delivery of infrastructure to the benefit to the wider Wynyard area are now capable of being explored. Furthermore, delivery of a regionally significant employment development (Amazon Fulfilment Centre – located within the Stockton Borough Council area of Wynyard) has also prompted a reconsideration of the land use arrangement within the northern part of the Garden Village area.

To begin the process of establishing a coherent strategy for delivery of a sustainable garden village aligned, with the Garden Village principles, the principle land owners, jointly with Hartlepool Borough Council have drafted a 'Visioning Document' (this document). This document will be used for engagement and to inform future preparation of development proposals. Ongoing development at Wynyard Garden Village will be subject to further planning applications and/or development plan documents, each of which will be subject to formal public consultation in their own right. This Garden Village Visioning document will commence the process of reconsidering the fixes and flexes to support the development of a truly sustainable garden village; building upon the existing strengths of Wynyard and responding to Garden Village principles.

Wynyard Garden Village is located within the Tees Valley to the north of Stockton, West of the A19 (T) and the towns of Hartlepool and Billingham. Land at Wynyard is split between two local authorities – Hartlepool Borough Council and Stockton-on-Tees Borough Council. The area also falls within two Parish Council areas Elwick Parish (within Hartlepool Borough) and Wynyard Parish (within Stockton-on-Tees Borough). Wynyard (prior to its designation as a Garden Village) is identified as a major location for growth in the respective Local Plans. This Visioning Document relates only to land falling within the Hartlepool Borough Council administrative boundary. The identification of Wynyard as a Garden Village provides an opportunity to ensure a cohesive approach to the growth and development of Wynyard.

In recognition of these considerations, and of the fact that the newly available opportunities are concentrated within the Hartlepool BC administrative area, this Garden Village Vision document has been prepared on behalf of Hartlepool Borough Council with the joint involvement and agreement of the key landowners Wynyard Park Ltd and Homes England. The Visioning document has been informed by engagement with Stockton-on-Tees Borough Council, and other key stakeholders and will be further shaped by public engagement. The Garden Village Vision document could help inform future development of the planning framework for Wynyard through planning applications or other

documents, each of which will be subject to further rounds of consultation and, potentially, independent examination.

## 1.2 Purpose

The purpose of this Visioning document is to establish a 'Vision' for the long-term development of Wynyard Garden Village, ensuring it can be developed as a successful Garden Village, providing a positive response to the Garden Village principles. This Visioning document seeks to establish the foundations of the key principles and objectives for the development of Wynyard Garden Village.

This Visioning document relates only to the parts of the Wynyard Garden Village designation which fall within the administrative boundary of Hartlepool Borough Council.

As the Visioning document does not form part of the statutory development plan, individual applications will need to address relevant policies of the development plan, where they come forward ahead of a formal Local Plan review.

The structure of this Visioning document follows a logical evolution of Wynyard and future growth opportunities, as set out below:

- Section 2 – Wynyard Garden Village
- Section 3 – Garden Village Governance
- Section 4 – Baseline Summary
- Section 5 – Infrastructure Requirements
- Section 6 – The Vision

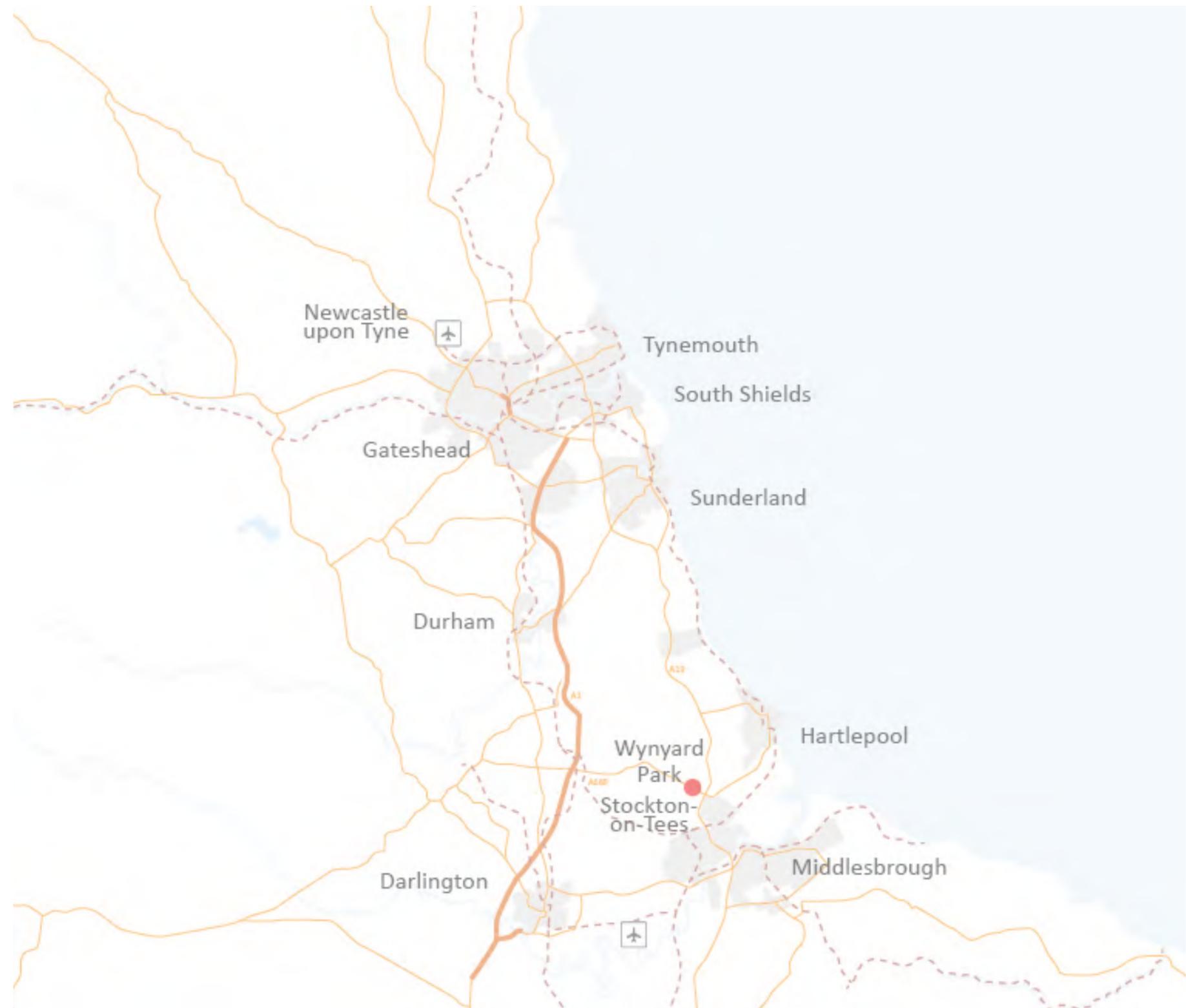
## 1.3 Regional Context

The existing Wynyard development is well located to build upon its strengths within the region and deliver a high-quality Garden Village with access to a wide range of services and facilities, based upon the key principles of a garden village.

Wynyard is already a major employment hub within Tees Valley and the wider North East region. It already accommodates approximately 3,300 jobs across a range of employment sectors, with a further 1,500 jobs to be created at the recently approved Amazon Fulfilment Centre, together providing opportunities for a wide mix of residents. A key strength of Wynyard is the sum of what it delivers between the individual authorities of Hartlepool and Stockton, collectively making an important contribution to each authority's individual needs for employment and housing.

The location of Wynyard Garden Village on the A689 corridor, close to the A19 and with convenient access to the A1(M) means it is well placed to serve the region and areas beyond. East Coast Mainline railway services are available from Darlington and Durham, whilst the major employment and regeneration areas of Teesworks (the UK's largest freeport) is a short distance to the east.

The residential offer already on site at Wynyard is predominantly of an executive and high value nature. The growth of Wynyard has attracted a large number of high wealth individuals and businesses to the region, from which the future growth of Wynyard Garden Village will benefit. Future development at Wynyard Garden Village provides an opportunity to provide a broader mix of house types and sizes set within a well-planned public realm, as well as introducing a range of community facilities, enhancing the overall sustainability of Wynyard Garden Village and the role it plays within a regional context.



## 2.0 Wynyard Garden Village



## 2.1 What is a Garden Village?

The Ministry of Housing, Communities and Local Government (now The Department for Levelling Up, Housing and Communities) invited Expressions of Interest for ‘ambitious, locally supported, proposals for new garden communities’ in August 2018.

There is no set definition for what a Garden Village must include, with the MHCLG Garden Communities Prospectus (2018) noting that each garden community will have its own ‘clear and distinct sense of identity’. Garden communities should be of sufficient **scale** to be largely self-sustaining and could comprise a new discrete settlement or be a transformational development of an existing settlement. They should demonstrate a **strategic fit** with ambitious proposals creating a variety of new jobs and timely delivery of infrastructure. Finally, they should be **locally-led** with support from the relevant local authorities and continued local community engagement.

Whilst the Garden Communities Prospectus does not seek to impose a specific range of ‘development principles’, it is expected that developments will have the following qualities embedded within them:

- a. **Clear identity** – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.
- b. **Sustainable scale** – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.
- c. **Well-designed places** – with vibrant mixed-use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.
- d. **Great homes** – offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life
- e. **Strong local vision and engagement** – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.
- f. **Transport** – integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.
- g. **Healthy places** – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.

- h. **Green space** – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.
- i. **Legacy and stewardship arrangements** – should be in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.
- j. **Future proofed** – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

The Garden Communities Prospectus also notes:

“We want to see vibrant, mixed-use, communities where people can live, work, and play for generations to come – communities which view themselves as the conservation areas of the future. Each will be holistically planned, self sustaining, and characterful.”

The principle of development at Wynyard has been consulted upon at various stages of Local Plan preparation and during preparation of the Wynyard Masterplan (2019). As the Garden Village evolves and individual planning applications come forward, further engagement will be undertaken with local residents and stakeholders. There would also be further community engagement in the future if the Council commenced an update to its Local Plan or any other development plan documents.

## 2.2 Wynyard Garden Village

Wynyard was designated as a Garden Village in January 2020 by the Ministry of Housing, Communities and Local Government’s Garden Communities Prospectus.

The Garden Village designation includes all of the land identified in the respective Stockton and Hartlepool Local Plans at Wynyard.. It also includes the additional Homes England land at North Burn which is not presently allocated for development within the Hartlepool Local Plan, although it was previously allocated for employment uses in the in 2006 Hartlepool Local Plan. The allocation was not taken forward in the adopted Local Plan due to changes in the employment land requirements over the plan period and infrastructure requirements. The Garden Village status provides additional support to deliver the infrastructure needed to deliver the site. With the exception of the additional land at North Burn, the Garden Village boundary broadly follows the boundary of Wynyard in the respective Local Plans.

Inclusion of the additional land in the west woodland and at North Burn will assist Wynyard Garden Village in becoming a truly sustainable and self-sufficient garden village with a broad range of house types and tenures meeting all requirements of the market. This includes the provision of serviced self-build plots, family homes (including 2, 3, 4 and 5 bedroom properties), retirement living and affordable housing.

The Garden Village designation seeks to facilitate the long-term development of approximately 3,100 additional homes over and above the existing Local Plan allocations and commitments. In total, the Garden Village is anticipated to deliver in the order of 6,800 homes. Comprehensive development of the garden village will secure a critical mass which further enhances the sustainability of Wynyard Garden Village by increasing the capacity of the area to support and sustain a wider range of facilities and services.

## 2.3 Wynyard Garden Village Extents

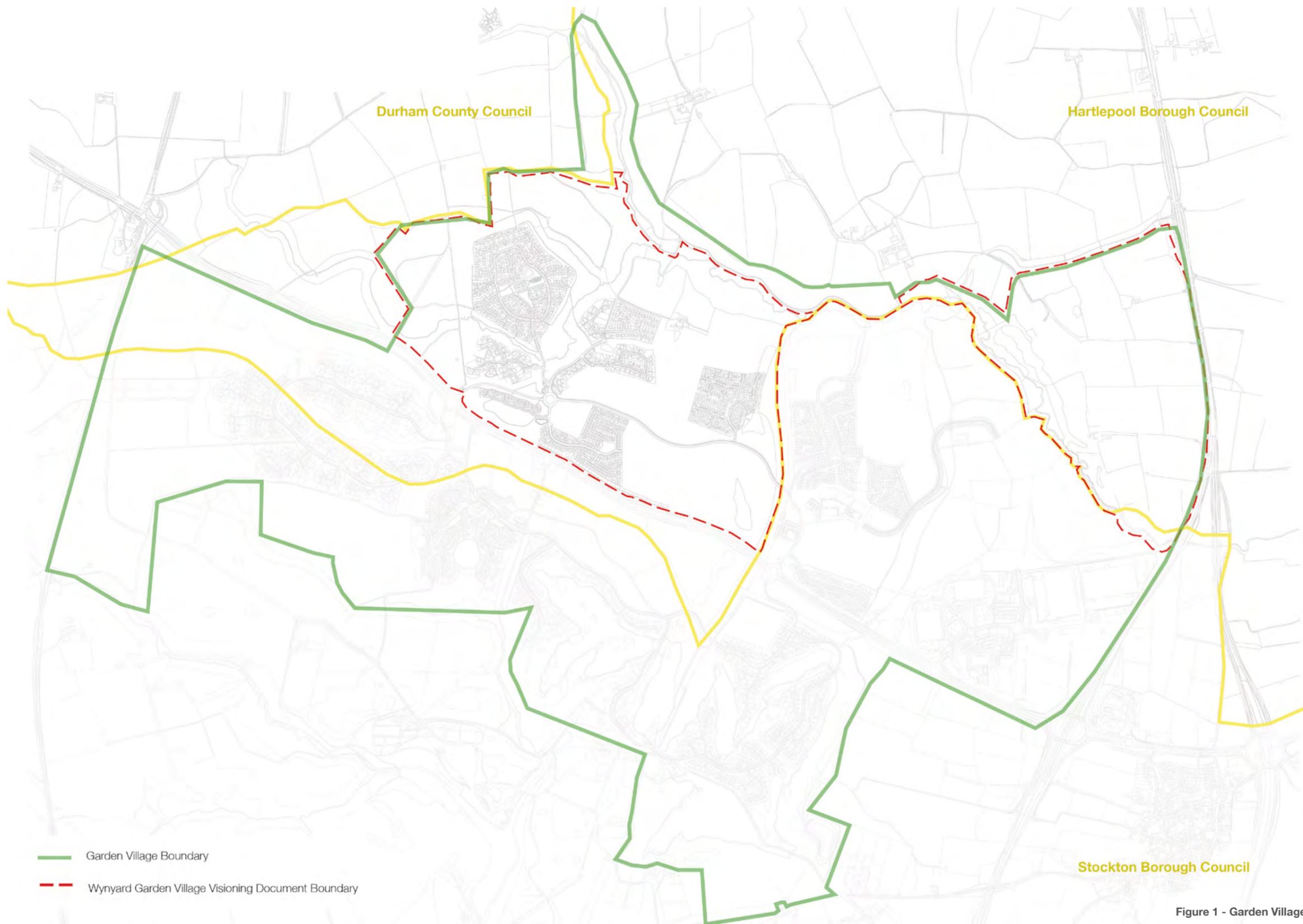
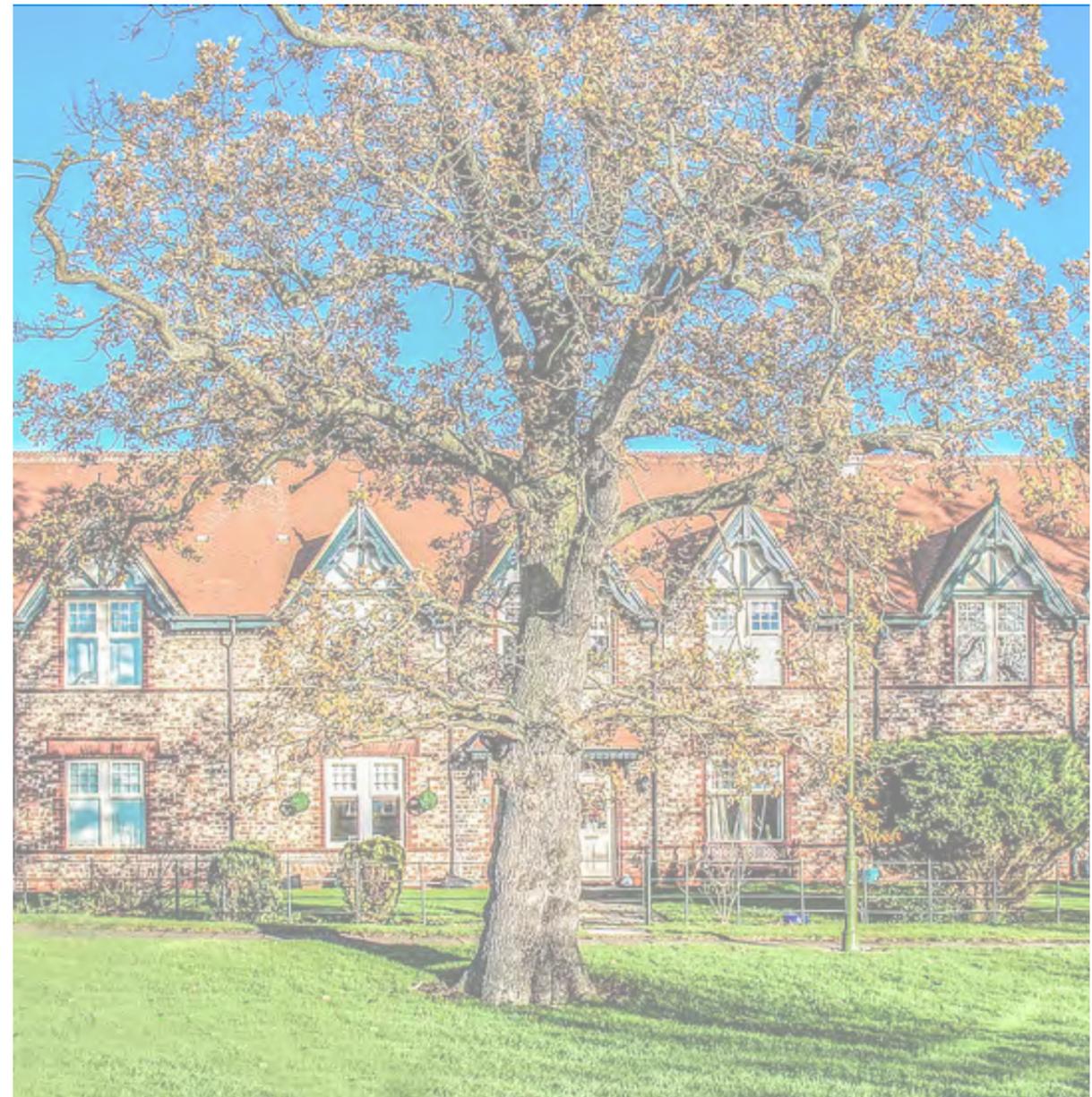


Figure 1 - Garden Village Boundary

## 3.0 Governance



# 3.1 Governance

The successful delivery of Wynyard as a Garden Village is reliant upon a clear governance structure. Recognising the different land ownerships across the site, and the differing aspirations of stakeholders, it will be important for there to be a clear governance structure to ensure the different elements are aligned and deliver upon the Garden Village principles. As the Garden Village grows and evolves into a self-sustaining settlement, a clear structure of governance will be important to securing meaningful community involvement and long-term stewardship of the area's unique and attractive environment and character.

A large amount of work is already on-going in this area, specifically collaboration between the principle landowners and Hartlepool Borough Council. This has involved a series of 'visioning workshops' intended to consider the design and sustainability aspirations for delivery of the Garden Village which have evolved into this consultation document.

Recognising the various land ownerships and local authorities involved in delivery of the Garden Village, a series of delivery and working groups should be established. It is expected groups will cover the following broad areas, including representatives of the landowners and local authorities as well as other interested groups as appropriate:

- A Garden Village Board;
- Garden Village Delivery Group;
- Lead Working Groups; and,
- Stakeholder and Community Forums.

The above governance structure is not fixed and is expected to evolve over the lifetime and delivery of the Garden Village project. Some groups may represent the wider Garden Village, extending into Stockton Borough Council, whilst others will focus on the delivery of elements covered within this Visioning document.

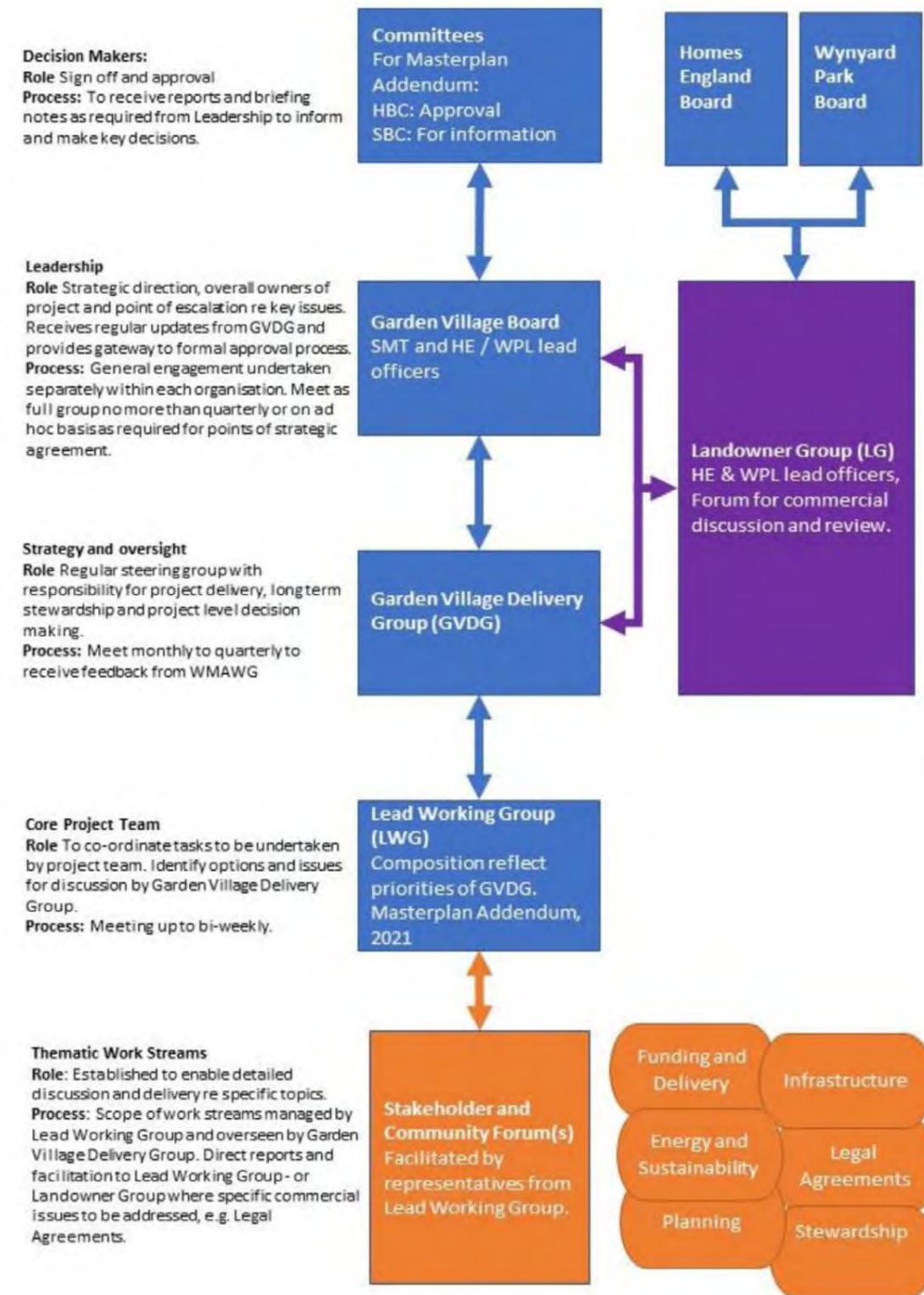


Figure 2 - Garden Village Governance Structure

## 4.0 Baseline Summary



## 4.1 Land Ownership

The area within the boundary of this Visioning document is broadly in the ownership of two landowners, providing certainty on the availability and deliverability of the site in line with the Garden Village principles.

In broad terms, the land north of the A689 and west of Wynyard Business Park is owned by Wynyard Park Limited (WPL), whilst the land north of North Burn is owned by Homes England.

The WPL site within the Visioning document is promoted solely by Wynyard Park. However, various parcels of land within this area have also been sold to individual developers, although Wynyard Park maintain overall control of the communal areas beyond the residential boundaries.

As a locally-led Garden Village, both landowners have worked with Hartlepool Borough Council and Stockton Borough Council on the delivery of the site as a Garden Village. A clear governance structure is being developed between the key stakeholders to ensure the site is delivered in line with the Garden Village principles.

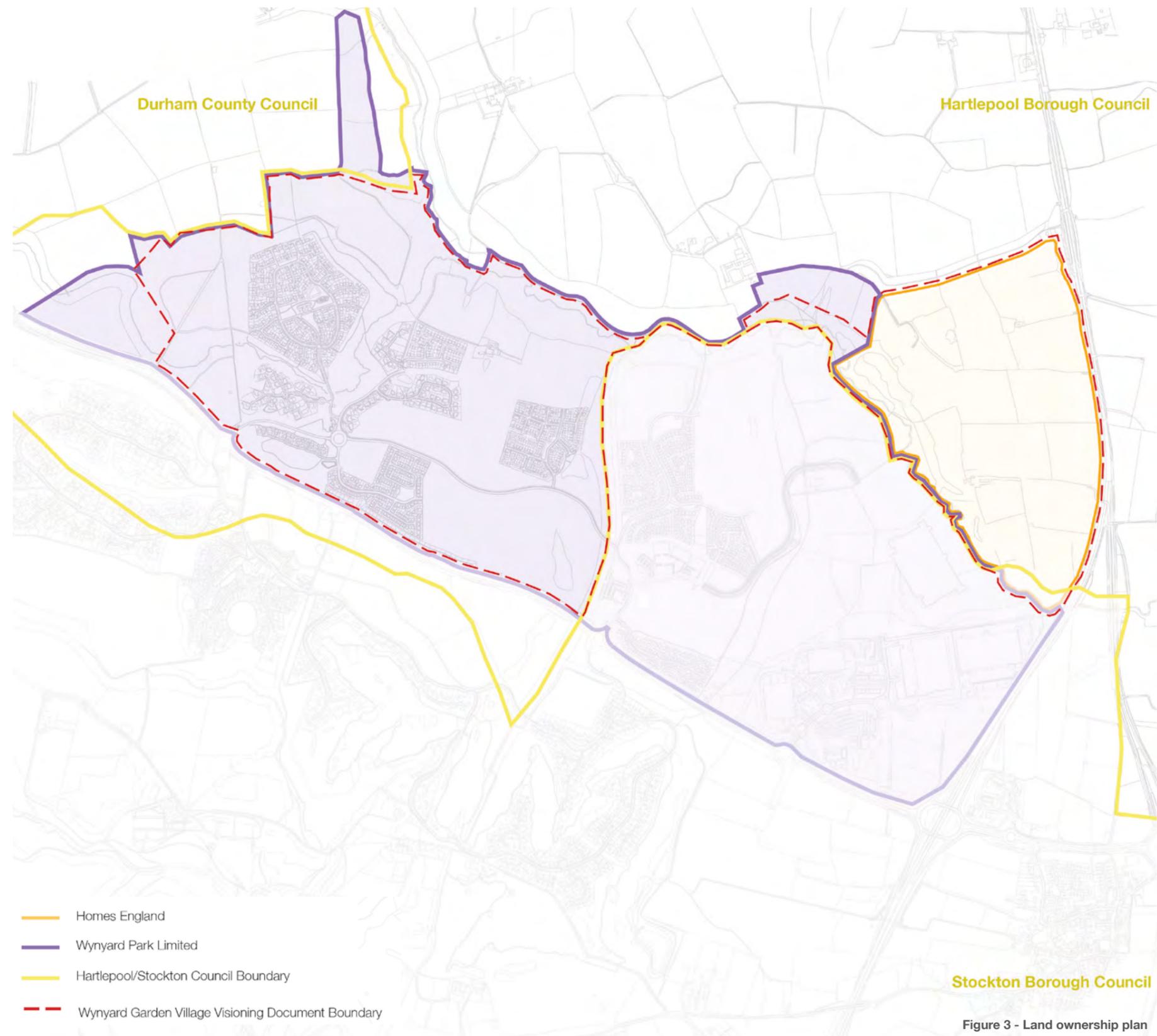


Figure 3 - Land ownership plan

## 4.2 Existing and Committed Access and Transport

### Highways Infrastructure

Wynyard Garden Village is situated to the west of the A19(T). With an originally programmed completion date in Spring 2022, National Highways (formerly Highways England) has completed a scheme, in the autumn of 2021, to upgrade a section of the A19(T) from two lanes to three, between Norton and Wynyard. The scheme aims to:

- Reduce congestion by increasing road capacity;
- Significantly reduce traffic noise;
- Help traffic joining or leaving the A19(T);
- Reduce delays and improve journey reliability;
- Maintain or replace existing footbridges and underpasses;
- Make journeys safer;
- Support economic growth through facilitation of developments in the Tees Valley; and
- Supporting the Government's initiative for growth in the north-east.

At Wynyard, the A19(T) forms a grade separated junction with the A689. The A689, which forms part of the Major Road Network (MRN), is an east-west link which connects the A1(M) and the A19(T) routes providing a connection between two key components of the highway network in the north-east of England, and a key connection into the Teesside urban conurbation.

Immediately to the west of the A19(T), there are three junctions on the A689 that are impacted by development at Wynyard; these are Wynyard Avenue; Hanzard Drive / The Wynd; and The Meadows / The Wynd, which has recently seen the completion of improvement works. Two other roundabouts to the east of the A19(T), the A689 / A1185 and Wynyard Services, are likely to form part of the mitigation proposals related to the proposed Hartlepool South West extension.

Within Wynyard Village, to the south, The Wynd provides the main distributor road with two further distributor roads (Wynyard Woods and Wellington Drive) forming junctions with The Wynd. To the north of the A689, The Meadows and Hanzard Drive provide access to residential development; it is intended that the estate roads within Wynyard Park will link residential development and provide a high-quality network for all road users.

If not addressed, road capacity issues along the A689 corridor will impact upon the delivery of the key housing and employment proposal in the Wynyard Garden Village area. Consequently, a road works scheme has been identified to improve the operation of the local road network. The proposals for the Wynyard Avenue and Hanzard Drive junctions with the A689 will see the existing roundabout junctions replaced by traffic signals which will increase

highway capacity and significantly improve road safety, especially for vulnerable road users. Further, the recently secured A19(T)/A689 junction improvement scheme will help to deliver all of the development associated with the Local Plan. Based upon the anticipated phasing of development, it is forecast to be required by 2025.

Additional road infrastructure, associated with the recent planning consent for the Amazon Fulfilment Centre, is also planned. These new roads through Wynyard will connect with Wynyard Avenue and Hanzard Drive.

### Sustainable Transport

Public transport connectivity is limited to the west of the A19(T). The nearest public transport services to Wynyard Garden Village are those which run through Sedgefield. However, these bus services do not connect with Wynyard Garden Village and bus stops en-route are located outside of the generally accepted walking distances. Planning permissions at Wynyard Park and at Wynyard Village did secure a shuttle bus service to and from the area for a duration of 5 years, facilitating connections to other bus routes and opportunities at Billingham District Centre, as well as rail services at Billingham Railway Station. Bus operators have previously indicated that services to Wynyard may become viable depending upon the quantum of development delivered, and the recent Amazon planning consent is anticipated to bring forward public transport measures comprising a demand-led bus service for employees.

A number of footpaths and public rights of way (PRoW) exist in the Wynyard area and a number of opportunities exist to better connect Wynyard Garden Village to this network whilst enhancing the internal connectivity within the settlement, including crossing points on the A689 and A19(T) which have been secured through planning consents, including:

- An at-grade 'TOUCAN' crossing facility over the A689 at its junction with The Wynd and The Meadows; and
- A grade separated crossing of the A689 via foot/cycleway bridge close to the junction of the A689 with The Wynd / Hanzard Drive; and
- A new pedestrian and cycle footbridge over the A19, to be delivered as part of the A19 / A689 junction improvements.

Existing PRoW, as well as connections which have been secured by existing planning permissions, include footpath links into the Castle Eden Walkway and Billingham, as well as a footbridge over the A689 connecting Wynyard Park to Wynyard Village.

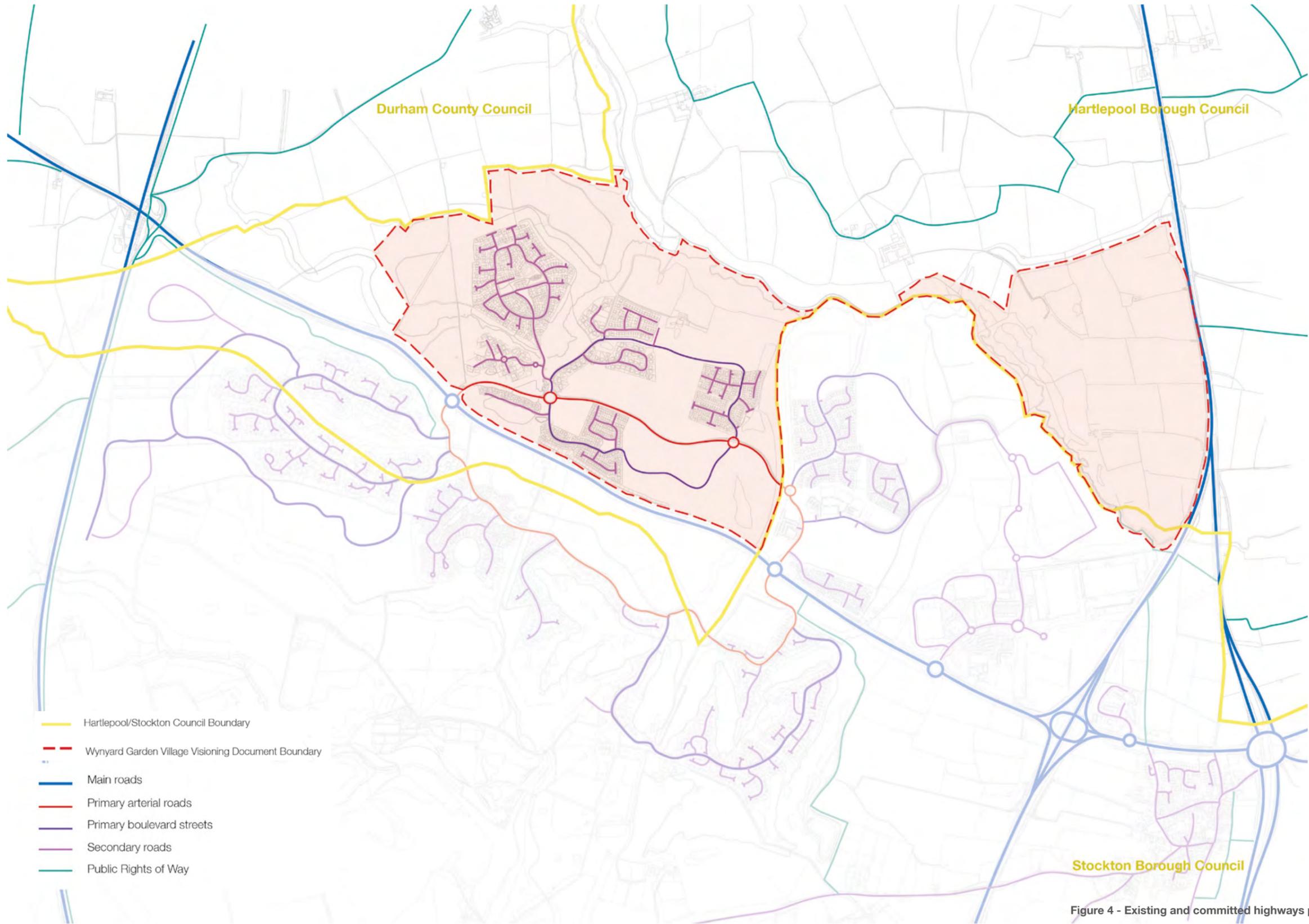


Figure 4 - Existing and committed highways plan

## 4.3 Existing Strategic Green Infrastructure

Wynyard Park has approximately 200 ha of woodland. Much of this is plantation woodland with more diverse species mix occurring along the valleys and water courses of Close Burn and North Burn.

A Landscape Character Assessment for the Borough of Stockton on Tees was produced in 2011 by WYG Environment, and the eastern part of the study area falls within the Wynyard Landscape Character Area as defined within that Assessment, of which one of the most relevant defining characteristics is “Woodland blocks broken up by rolling arable fields, with residential and industrial developments encroaching on the woodland plantations and rural landscape of the Landscape Character Area”. The study notes that the wooded nature of this LCA is atypical of the rest of the Borough and that views out of the LCA are relatively limited due to the enclosure created by the woodland which forms a relatively unified area.

The woodlands are generally accessible for walks via tracks and paths. More information is available in the Wynyard Park Woodland Footpath Strategy which should be considered in the preparation of detailed planning applications. In addition to the adopted Woodland Footpath Strategy, the Garden Village development provides further opportunities for additional and improved footpath connections throughout Wynyard Garden Village.

The existing green infrastructure provides valuable wildlife corridors through and around Wynyard Park with sections of the woodland habitat an important part of the local ecological network. The newer green connections integrate ponds and attenuation basins as part of a suds network that also provides value for biodiversity.

The northern and western woodland and landscape includes areas designated as:

- Ancient Woodland,
- Green Wedge,
- Local Wildlife and Geological Site, and
- Special Landscape Areas’.

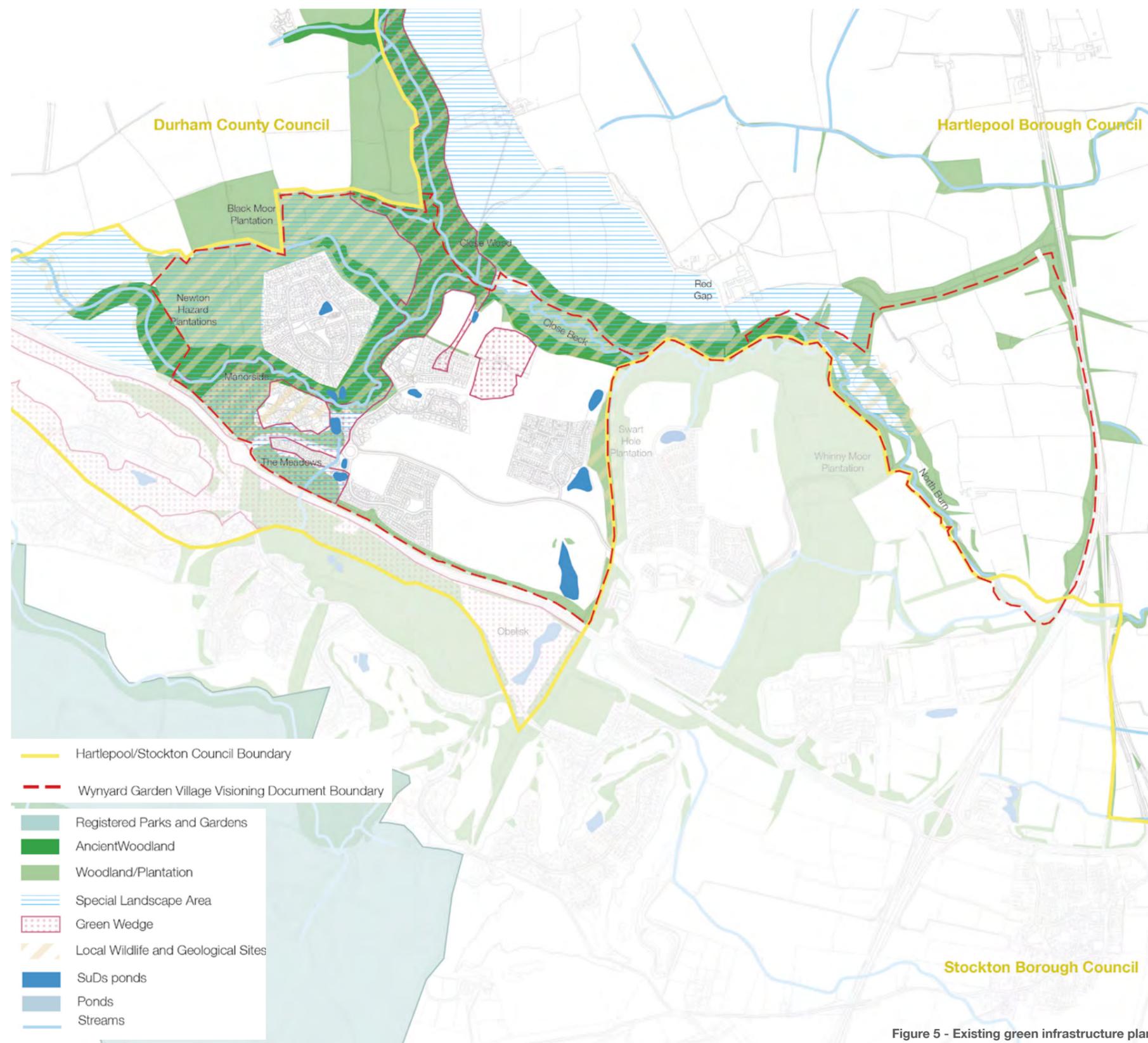


Figure 5 - Existing green infrastructure plan

## 4.4 Historic Environment

Within the Visioning Document area there are no listed buildings or conservation areas. Further afield, the Grade II listed Church of St Mary is located to the north west at Embleton, along with a series of listed buildings and structures around Wynyard Hall, to the south of the A689.

Within the North Burn site, the medieval farmstead and irregular open field system at High Burntoft Farm comprises a Scheduled Ancient Monument (list entry reference 1015207). The site was scheduled in 1996, reviewed in 2015, and extends to an area of approximately 12ha located in the north west part of the North Burn site.

The Scheduled Ancient Monument (SAM) limits the developable area of the North Burn site and development of the site will need to respond positively to the SAM as a constraint. However, development of the North Burn site does provide an opportunity to protect and manage the SAM positively, for the long-term, allowing it to be experienced by future residents of the development.

A positive approach to this part of the site will ensure the SAM remains accessible to the public, with defined walking routes and interpretation material around its boundary. The establishment of a local 'friends of' group should also be encouraged, ensuring the asset is fully understood by the new community and is managed for the lifetime of the development.

This Visioning document is informed by a Desk Based Assessment of the significance of the SAM, although future planning applications and more detailed masterplanning will require further assessment of the SAM. At this stage a buffer is shown on the Vision, with the exact extent to be agreed through further consultation with Historic England and Hartlepool Borough Council.

A further area of Archaeological Importance is identified within the existing development area owned by WPL. This area has previously been safeguarded from development as a medieval settlement of at least regional heritage importance. Further investigation would be required to establish the presence, or otherwise,

of any well-preserved archaeological remains

Section 6 of this Visioning Document establishes a series of high-level parameters for development around the SAM, including ensuring it remains accessible and the use of a buffer between the development and the SAM boundary.

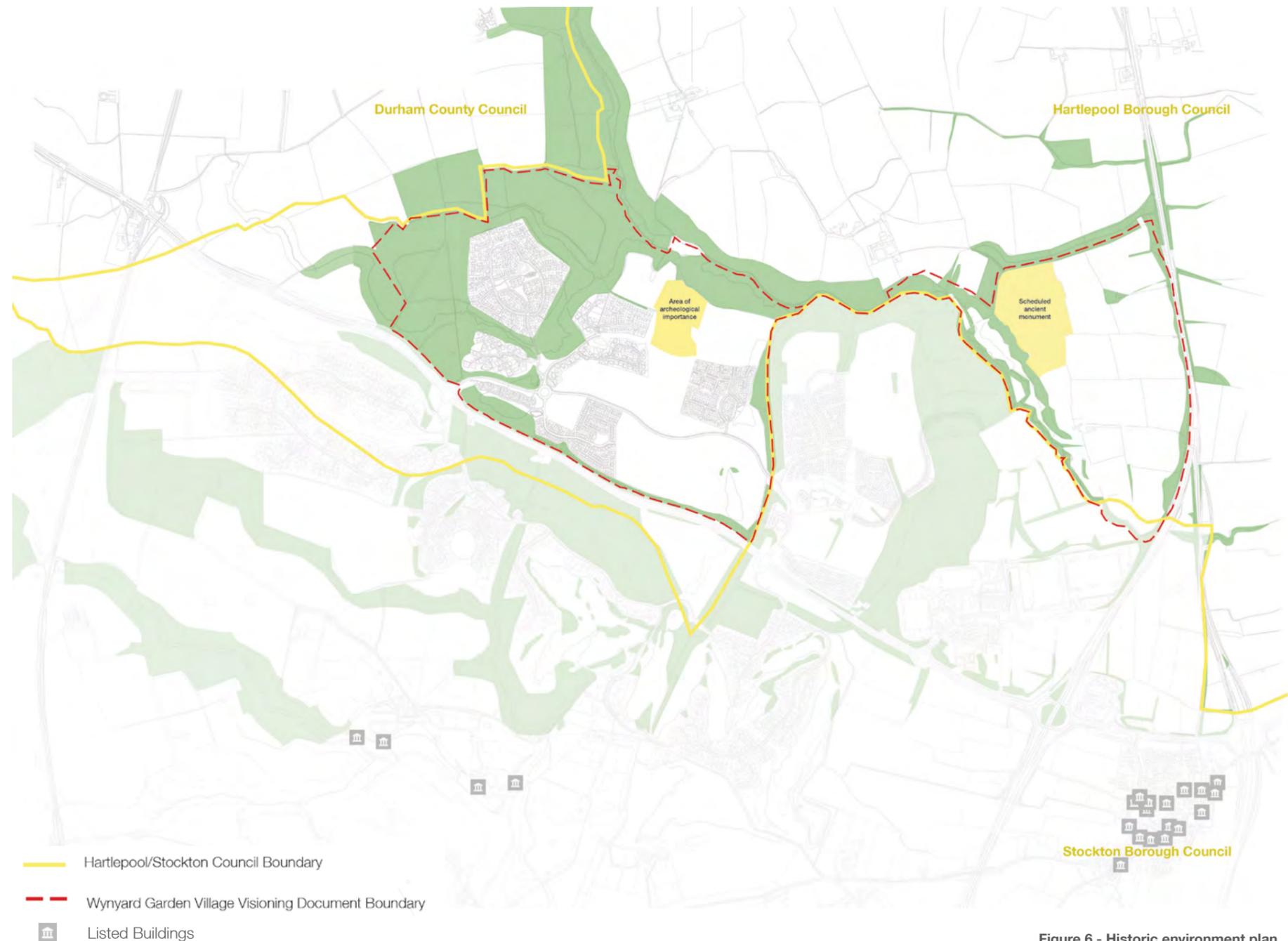


Figure 6 - Historic environment plan

## 4.5 Existing Community Services and Facilities

In assessing existing community services and facilities including, the Department of Education set benchmark walking distances for schools (two miles walking distance for primary schools and three miles walking distance for secondary schools). The Department for Health identify a benchmark walking distance to GP and Dental surgeries of 3 miles.

Having regard to the extent of the Garden Village and the relationship between the different geographical areas, the accessibility of existing services and facilities is based on two separate points. One to the east which incorporates the land closest to the A19 (representing North Burn) and one further to the west, north of the A698 (representing the WPL development). Distances quoted in this baseline summary are taken from these nodes.

There are existing facilities located within benchmark walking distances of the Garden Village (some being within the garden village boundary), although there will be a requirement for additional facilities to be provided as part of the Garden Village development. Planning permission has recently been granted for a further local centre to be delivered within the Stockton Borough Council area to the north of the A689.

One doctors surgery is within acceptable distance of the wider Garden Village and none are within walking distance of the Visioning document area, to the north of the A689.

Four dentist surgeries are within a 3-mile walking distance of the area covered by this Visioning document. Two of these are currently accepting NHS patients.

In terms of primary schools; the Wynyard C of E Primary School is within 2 miles walking distance, with a further school currently being planned for the WPL area of this Visioning document.

Funding has been secured to deliver the new primary school within the WPL land which will serve residents of the development in due course. It is expected the school will start a phased opening from the 2024 academic year.

One secondary school is identified to be within 3 miles of Wynyard Garden Village. The school currently has surplus pupil capacity.

Pupil yields from the Garden Village development will be monitored to understand the needs and triggers for additional educational facilities to be provided at Wynyard Garden Village. It is expected the North Burn site will include education provision.

The walking distances may change depending on the walking routes developed as part of the site development and implementation. However, the A19 and A689 are particular barriers in respect of attractive and safe walking routes to existing services and reliance on services and facilities some distance away, in Billingham or elsewhere, does not form part of the long-term strategy for the site.

Building upon the garden village principles and the justification for the designation of Wynyard as a garden village, delivery of Wynyard as a garden village will allow critical mass of development to be realised which can support a wide range of services and facilities. The expectation is that Wynyard will become a self-sufficient community, with access to jobs, services and facilities commensurate with the scale of development.

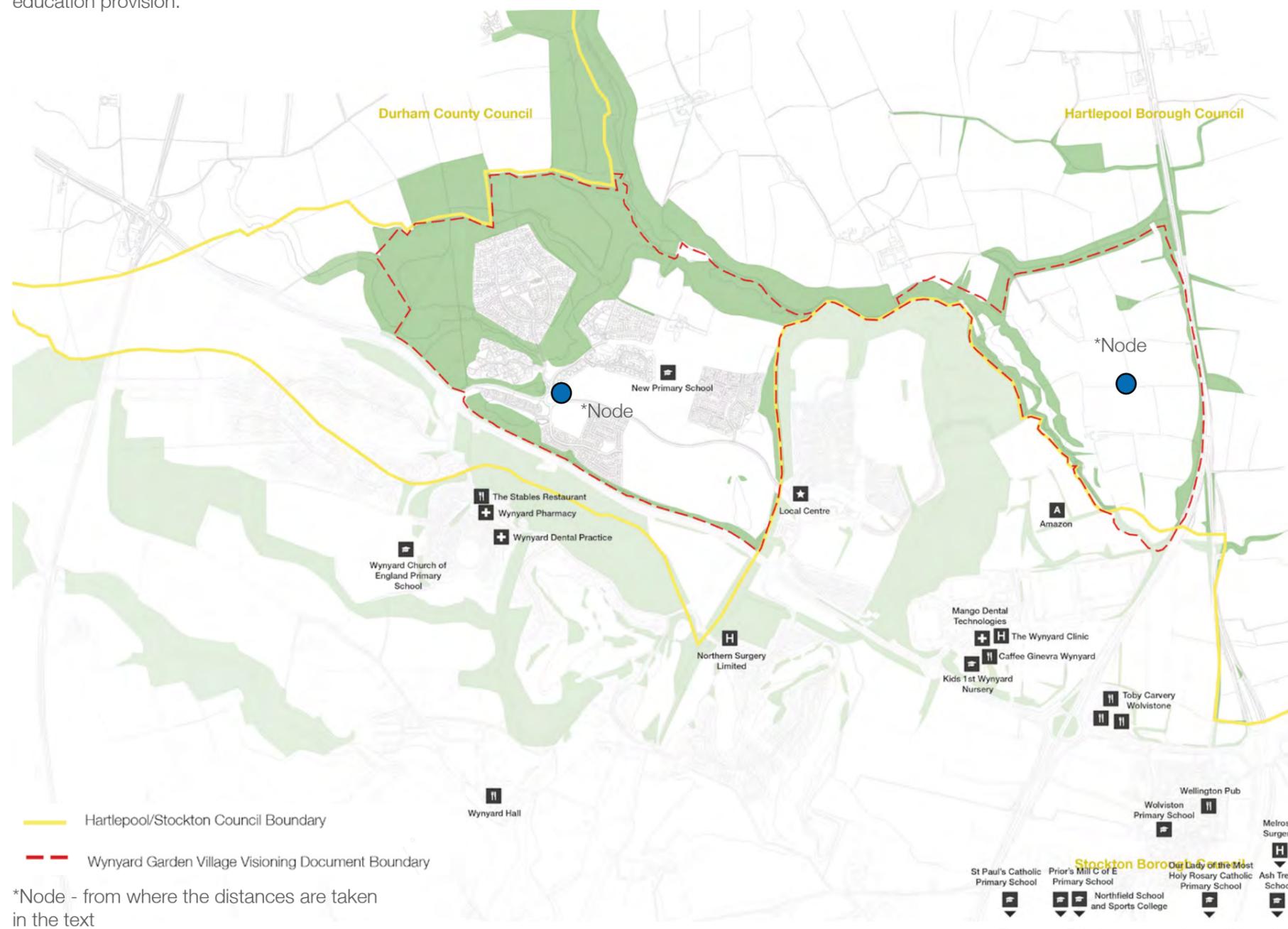


Figure 7 - Existing community facilities plan

## 4.6 Utilities, Drainage and Surface Water Management

### Gas

#### Cadent Gas

Cadent Gas (CG) own and operate, the national high-pressure gas network within the UK. The Cadent Gas (CG) record plan shows two national high pressure (NHP), in close proximity to the site. Of note, an NHP gas main is located to the north, which crosses in an east to westerly direction; this is believed to be the 'Little Burdon to Billingham ICI' pipeline, a significant part of the gas transmission network which requires a 25m easement strip (12.5m either side). The site is also surrounded by a Health and Safety Executive consultation zones within which built development should be avoided. Developers looking to build near the pipeline are advised to refer to the following documents:

- Avoiding danger from underground services, Health and Safety Executive (2014); and
- Specification for safe working in the vicinity of National Grid high pressure gas pipelines and associated installations – requirements for third parties, National Grid (2014).

The second NHP gas main comes from the direction of the A19 (T) and heads east, where it crosses the site; its route then changes to a southern direction and crosses Hartlepool Road. It is understood that the pipeline requires the implementation of a 'Blast Pad' when traffic volumes reach a given trigger at its crossing point in Stockton-on-Tees.

#### Northern Gas Networks

Northern Gas Networks (NGN) own and operate the local gas network and are a gas transporter (GT) for the site. The NGN record plans show a network of intermediate pressure (IP), medium pressure (MP) and low pressure (LP) mains in close proximity to the site. Of note, there is an IP gas main that runs within the A19(T), beyond the eastern boundary of the site; this runs in a north to southerly direction. Furthermore, there is a network of MP gas main that emanate from Hartlepool Road to the south-east of the site. The NGN gas record plan confirms, however, that there is no apparatus present within the site itself.

Previous discussions with NGN have highlighted that there are no known network constraints that would prevent development coming forward.

#### GTC – Gas

GTC is an Independent Gas Transporter (IGT), that owns and operate embedded networks, which connect onto the GT's wider gas network. Of note, the GTC record plans show a network of MP and LP gas mains that supply new housing development. However, the GTC gas record plans confirm that there is no apparatus present within the site itself.

### Electricity

National Grid Electricity (NG) own and operate, the national electricity transmission network within the UK. Of note, there is an extra high voltage (EHV) 275kV/400kV overhead line (OHL), that is located east of the A19(T), to the south-east of Wynyard Farm. The NG electricity record plans confirm that there is no apparatus present within the site itself.

Northern Powergrid (NPG) own and operate the local transmission network and are the Distribution Network Operator (DNO), for the area around the site. The NPG electricity record plan shows an existing network of low voltage (LV), high voltage (HV) and extra high voltage (EHV) apparatus within and surrounding the proposed development site. The NPG record plans also show a primary substation on site called the Wynyard Primary Substation; this is believed to operate at 66kV/11kV. There is also an EHV OHL circuit that runs in a north to southern direction; this is shown to terminate at the Wynyard Primary substation.

The Wynyard Primary substation is assumed to be the supply point for a number of secondary substations. Of note, a number of HV and LV cables emanate from the Wynyard Primary substation; one HV circuit is shown to head in a south-eastern direction and another HV underground circuit is shown to head north and runs parallel to the EHV OHL. A third HV circuit is shown to head in a south-westerly direction before heading onto Hartlepool Road. The NPG record plans suggest that this HV circuit supplies Wynyard Business Park and new housing development.

Furthermore, a HV circuit is shown to run from Hartlepool Road, to the south of Wynyard Farm and continues north, within The Meadows. An HV OHL also bisects the site in a north to southern direction before heading towards Hartlepool Road. Additionally, a LV OHL runs in a south-west to north-east direction.

GTC is an Independent Network Operator (IDNO) that own and operate embedded networks which connect onto the DNO's wider electricity network. Of note, the GTC record plans show a network of HV and LV cables that supply new housing development in the area. A number of secondary substations are also shown within the GTC electricity record plans and these are assumed to be the point of supply for the new housing developments. However, the GTC electricity record plans confirm that there is no apparatus present within the site itself.

National Grid and Northern Powergrid have previously advised that they are not aware of any network constraints in the general Wynyard area that would prevent development coming forward.

### Fuel Pipeline Apparatus

#### Ineos Pipelines

The Ineos Pipelines record plans show a high-pressure ethylene pipeline which runs adjacent to the A19(T), beyond the south-eastern boundary of the site; the pipeline is shown to run in a north to southerly direction. However, the record plans confirm that there is no apparatus present within the site itself.

### Telecommunications

#### BT/Openreach

The BT/Openreach (BT) record plans shows a network of overhead and underground infrastructure within and surrounding the site. The BT record plans show an overhead line (OHL) that comes from the north and then crosses the site. In addition, the BT record plans show a network of underground ducts within the A19(T). A cable is shown to spur from the A19(T) and heads west into the site. Of note, there is a network of underground cables and joint boxes, that have been installed to service new housing development.

#### Vodafone

The Vodafone records show an underground cable present within the A19(T). The cable is shown to spur from the A19(T) in a western direction and terminates at the employment site.

#### Virgin Media

The Virgin Media (VM) records show an underground cable present within the A19(T), beyond the eastern boundary of the site. Furthermore, the record plans show a network of underground cables, present within Hartlepool Road; of note, there is a VM network that supplies new housing development.

#### Zayo

The Zayo record plans show a cable within the footpath of Hartlepool Road, beyond the southern boundary of the site. Additionally, the Zayo record plans show a cable which runs in a north to southerly direction within the A19(T).

### **Mains Water Supplies**

#### **Northumbrian Water**

The Northumbrian Water (NW) clean water record plans show an existing network of clean water mains within Hartlepool Road. However, the plans confirm that there is no apparatus present within the site itself.

#### **Hartlepool Water**

The Hartlepool Water (HW) record plans show water mains within Hartlepool Road and the A19(T). It is anticipated that the 450mm water main, which spurs off Hartlepool Road, will be adequate to supply development; however, this is subject to the submission of a formal application to HW. Alternatively, there is an opportunity to engage with GTC to act as a self-lay provider for clean water supplies. Using GTC for new supplies would afford the potential for a multi-utility solution, with GTC acting as a one stop shop.

### **Foul Water Sewers**

Northumbrian Water record plans have confirmed that there are foul sewers in the area, constructed to serve the ongoing development; the foul drains flow in an easterly direction, along the A689, before crossing the A19(T) and flowing towards the local Sewage Treatment Works. However, the sewers are designed with a capacity for approximately 2,200 homes.

### **Flooding and Surface Water Management**

There are a series of watercourses that flow through the area; these include Newton Hazard Beck and Close Beck which then become North Burn before passing under the A19(T) along the eastern boundary. In addition, there are unnamed minor watercourses in the form of small burns and streams which collect surface water runoff from the higher ground before discharging to these watercourses. The development envisaged in delivery of the Garden Village is not, however, situated within defined Flood Zones 2 and 3, with the exception being an access to 'The Pentagon' site which crosses a watercourse.

Northumbrian Water record plans have confirmed that there are surface water sewers within the area. Each surface water network appears to collect surface water from the developments and convey it directly to the watercourses in the area following suitable treatment and attenuation. Wynyard Park has a series of sustainable urban drainage systems (SuDS) to manage surface water runoff, these include:

- Below-ground storage such as concrete tanks, geocellular storage, and oversized pipes that provide attenuation for surface water for up to a 1 in 30-year rainfall event;
- Various SUDs techniques such as dry basins, swales, ponds, filter trenches which are landscaped depressions that fill providing attenuation for surface water runoff during a rainfall event up to and including a 100-year event plus 40% climate change.



## 5.0 Infrastructure Requirements



## 5.1 Highways and Transport Infrastructure

### Highways and transport infrastructure

The planned growth in the Wynyard Garden Village area has been the subject of significant transport modelling over a number of years; the modelling has considered recently completed, planned and emerging road improvement schemes as well as emerging development proposals. In each case, the modelling has identified the significant opportunities for development that new infrastructure can facilitate. The 2013 modelling exercise informed the determination of planning applications across both boroughs during 2013/2014; the 2017 iteration informed the allocation of housing and concluded that the delivery of Local Plan allocations at Wynyard, along with the South West Hartlepool Urban Extension, could be facilitated through improvements to the A19(T)/A689 junction. Further modelling in 2020 concluded that, of the 4,415 new homes associated with the Local Plan allocations, 2,088 could be occupied prior to the implementation of the improvements to the A19(T)/A689 junction; the occupation of 2,088 new homes is anticipated to occur in 2024, hence, through modelling, the improvement to the A19(T)/A689 junction were identified to be required by 2024.

### Improvements to A689 junctions

The 2013/2014 highway capacity modelling identified that the delivery of 1,200 homes in the Wynyard area, as well as development of the Hartlepool South West extension could proceed with improvements to junctions on the A689. Works to improve The Meadows and The Wynd junction, the Hanzard Drive and The Wynd junction, and the Wynyard Avenue junction were subsequently secured through Section 106 Agreements. The improvements to The Meadows and The Wynd junction include an at grade, signal controlled (TOUCAN) pedestrian crossing which provides a north/south link. Planning obligations have been drafted such that these works are delivered by developers, via Section 278 Agreements, in a phased manner with appropriate development triggers.

The improvements at the A19(T)/A689 grade-separated junction will facilitate the delivery of the Local Plan allocations at Wynyard; the identified mitigation scheme will see improvements to increase capacity and to provide sustainable linkages. The existing circulatory carriageway will be widened to three lanes and the existing footway will be routed via a footway/cycleway bridge over the A19(T), to the north of the junction.

In 2021, a joint National Highways, Homes England and Wynyard Park study considered the traffic implications of further residential development beyond that already allocated. The study concluded that, with the A19(T)/A689 improvements in place, the traffic movements associated with an additional 900 new homes can be accommodated on to the road network. Beyond that, additional highway infrastructure would be required to facilitate the development opportunities in at Wynyard Garden Village; hence a new high capacity route from the east, into Wynyard Park, has been considered.

The alignment of this new road will route from the A689 Wolviston roundabout towards the A19(T) and on into North Burn. As it routes west, it will connect with the existing A19(T) off-slip road and will cross the A19(T) via an overbridge or underpass; an indicative corridor is shown in Figure 10. The new road will be adopted by the local highway authorities; hence, a section of the A19(T) will be 'de-trunked' and will cease to be SRN. The preferred option remains subject to preliminary and detailed design processes and continued consultation with National Highways.

### Internal Vehicle Movement

New development will require an internal road network that provides safe and satisfactory access for all new development to a standard that can be adopted by the relevant Highway Authority. Of key importance is the delivery of primary arterial routes that link the separate developments in to a single community, in particular the link connecting existing development at the west of Wynyard Park (Hartlepool Borough) to new homes to the east (Stockton-on-Tees Borough) and North Burn.

Section 6 sets out how the movement of vehicles will be incorporated alongside green infrastructure and place making considerations. The Infrastructure Delivery Schedule provides an illustration of when highway infrastructure schemes will need to be delivered.

### Sustainable Transportation

The garden village status will support the accelerated delivery of high-quality infrastructure. The ambition, therefore, is to deliver an easily accessible, affordable public transport system linking the new garden village with Hartlepool and Stockton-on-Tees. As the settlement grows the Councils will work with Developers and public transport providers to understand the feasibility of further improving and operating bus services to the Wynyard Garden Village area.

The garden village will also see walking, cycling and the public transport infrastructure designed and integrated into the development to ensure that these are the most attractive modes. High quality footpath and cycleway infrastructure be provided to ensure that the Wynyard Garden Village area is sustainably connected to other settlements; in this regard, significant opportunities already exist for the expansion of the footpath and cycleway networks, with opportunities to also enhance green infrastructure. For example, in addition to the footway/cycleway bridge at the A19(T)/A689 junction, existing planning permissions will secure a bridge over the A689 to provide a segregated footway/cycleway which will connect Wynyard Park and Wynyard Village. Nonetheless, to deliver the vision of a sustainable settlement, it is recognised that further improvements to secure access to surrounding infrastructure to the south, west and east, in particular, will also be needed, including:

- East to west connectivity within the settlement providing connections to the new footway and cycleway at the A19(T)/A689 interchange;
- Woodland footpaths connecting Wynyard Park to the surrounding woodland and beyond to the PRow network, as well as committed connections between Wynyard Village to the Castle Eden Walkway and Wynyard Woodland Park;
- Improvements to the PRow network to the north of Wynyard, and to the east to provide footway / cycleway link to Billingham.

## 5.2 Green Infrastructure

### Biodiversity Net Gain

Existing Local Plan policy in Hartlepool requires development proposals to demonstrate 'no net loss' to biodiversity as part of major development proposals (Policy NE1).

National policy sets out that planning should provide biodiversity net gains. National Planning Policy Framework (NPPF) Paragraphs 174(d), 179(b) and 180(d) refer to this policy requirement with further advice contained with the Planning Practice Guidance (PPG) on how this could be achieved. The principle of delivering net gain is also referred to in the National Infrastructure Commission's Design Principles, National Policy Statements and the National design guide.

The Government's 25 Year Environment Plan sets out the aspiration to mainstream biodiversity net gain in the planning system and move towards approaches that integrate natural capital benefits.

Within the North Burn site to the east of the Garden Village there are opportunities to provide BNG as part of the public open space and wildlife corridor along the A19 buffer zone.

### Mandatory BNG and the Environment Act

The Government announced it would mandate net gains for biodiversity in the Environment Bill in the 2019 Spring Statement. This followed a consultation on net gain from December 2018. Defra's response to the consultation was published in July 2019. An impact assessment on biodiversity net gain and Local Nature Recovery Strategies was published in late 2019.

The Environment Act gained Royal Assent in November 2021, providing the framework for the government to mandate on the need for biodiversity net gain. Whilst secondary legislation is requirement to make biodiversity net gain a mandatory requirement, the following elements are expected to become a legal requirement during the delivery of the Garden Village:

- Minimum 10% biodiversity net gain required calculated using Biodiversity Metric & approval of net gain plan
- Habitat secured for at least 30 years via obligations/ conservation covenant

- Habitat can be delivered on-site, off-site or via statutory biodiversity credits
- There will be a national register for net gain delivery sites
- The mitigation hierarchy still applies, comprising avoidance, mitigation and compensation for biodiversity loss
- Will also apply to Nationally Significant Infrastructure Projects (NSIPs)
- Does not apply to marine development
- Does not change existing legal environmental and wildlife protections

It is therefore expected that development proposals will address the requirements and expectations of BNG insofar as they are relevant at the time of any planning application.

### Open space provision

Open space provision associated with the new housing allocation should take into consideration the rural location, access to and proximity of adjacent green space and woodlands.

The Fields in Trust Guidance for Outdoor Sports and Play gives an indication on the type and quantity of provision required per population, and the distance from homes. This will help to guide the open space provision for future developments which would be agreed with the local authorities.

### Sport Provision

There may be additional sports provision needs associated with the additional housing supply and further discussion will need to agree this requirement with Sport England. Additional playing fields could be associated with an educational site.

### Sustainable drainage

Sustainable drainage systems can be integrated to the green space to provide ponds, wetland swales and attenuation basins that offer opportunities to create biodiversity enhancements and an attractive landscape.

### Woodland

The woodlands provide a valuable asset to Wynyard, contributing to its landscape character, biodiversity value and creating places for leisure walks and fitness trails. A number of these are offered heightened protection through their designations, which include; Ancient Woodland, Local Wildlife Site, Special Landscape Area, and Green Wedge status. To avoid and minimise harm, New new development will in some locations may need to provide a suitable offset buffers to protect these areas and potential compensatory provision. , whichThe specific approach to securing this will need to be agreed with the local authority along with any potential mitigation where tree removal is sought.

### Hedgerows

The existing hedgerows are a priority habitat and should therefore be retained wherever possible. These could be enhanced with new planting in areas to improve their value for wildlife. New species rich hedge planting would be beneficial along wildlife corridors.

### Habitat connections

Wherever possible, new development should consider opportunities to provide green infrastructure that connects existing and new wildlife areas.



## 5.3 Utilities, Drainage and Surface Water Management

### Electricity

The electricity network appears to be relatively mature with a HV and LV network present within close proximity to the site. There is the existing Wynyard Primary Substation, owned by Northern Powergrid (NPG); however, it is envisaged that the Garden Village will require an onsite primary substation to distribute supplies throughout the site. NPG will be engaged to establish what residual capacity the Wynyard Primary Substation has. In tandem, GTC will be engaged to identify any spare capacity in its network.

With regards to the overhead line (OHL) apparatus, confirmation that these supply customers beyond the Garden Village will need to be sought. If confirmed, these OHL's would need to be retained either within their current configuration or diverted underground, as required. 6.2.4 Any diversion of cables would be subject to obtaining the necessary wayleaves and consents, prior to any NGN apparatus being energised.

### Gas

New development in the Wynyard Garden Village is likely to include a gas transmission system provided by Independent Gas Transporters and funded by the cost of the development. This will be required to connect to the network operated by Northern Gas Networks with reasonable costs funded by the developer. Northern Gas Networks operate a mature network of Intermediate pressure (IP) and medium pressure (MP) gas mains in close proximity to the site; it is envisaged that a connection could be made to the MP gas network in Hartlepool Road. Should the connection be to a MP gas main, then an onsite gas governor, with permanent vehicular access, will need to be installed to regulate the gas pressures from MP to LP. In addition, GTC will be engaged with a view to realising a multi-utility, 'one-stop-shop' solution.

The NHP gas main is unlikely to be affected by the Garden Village and will be left in-situ. However, the NHP will typically have easements and building proximity distances that will need to be respected; these 'stand-offs' will be confirmed with Cadent Gas. The Health & Safety

Executive (HSE) class the NHP gas main as a major accident hazard pipeline (MAHP) due to the high pressures being conveyed through the gas main. The HSE has a sensitivity matrix known as PADHI guidance which outlines what type of development is permissible within proximity to the gas mains. HSE will be engaged to establish the PADHI guidance for the NHP.

Landowners and developers will also consult with the Stockton-on-Tees Borough Council's Planning Officers to confirm the agreed triggers for the implementation of a 'Blast Pad' relative to the Cadent pipeline, and the potential for appropriate mitigation.

### Telecommunications

The Councils support the expansion of communications networks alongside new development at Wynyard Garden Village, especially where proposals provide opportunities to address gaps in existing coverage. Consequently, proposals for new development will need to demonstrate how the scheme will contribute to and be compatible with local fibre and internet connectivity. The site and its surrounds are well served by telecommunications infrastructure; having BT/Openreach, Zayo, Virgin Media and Vodafone all in close proximity. Consequently, super-fast broadband provision should be readily facilitated.

Where gaps in high speed broadband are identified over the framework period, the Councils and landowners will, where possible, seek to influence providers to secure new service connections and continue to work alongside other local authorities in Tees Valley to secure available funding for infrastructure improvement.

The BT/Openreach (BT) record plans received indicate that OHL and underground cables route through the site. BT will be engaged to establish if this apparatus supplies customers beyond the Garden Village site and, this being the case, subject to the final arrangement, a diverted route may need to be provided.

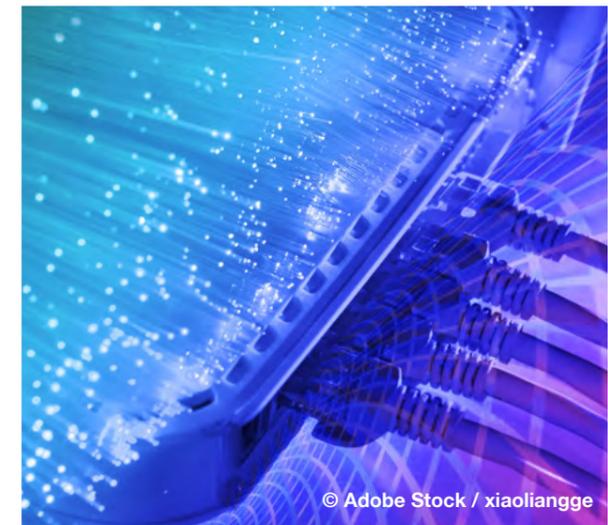
### Mains Water Supplies

It is anticipated that the 450mm water main, that spurs off Hartlepool Road, will provide an adequate supply; however, this is subject to the submission of a formal application to Hartlepool Water. Alternatively, GTC may be engaged to act as a self-lay provider for clean water supplies; as a 'one stop shop' this would mean that multiple parties would not be engaged for the installation of multiple services.

Typically, water mains greater than 300mm have a 12m (6m each side of the centreline) protection zone and water mains up to 300mm have a 6m (3m each side of the centreline) protection zone; this will be confirmed with HW through formal engagement. The protection zone is required to safeguard dwellings from damage caused by a burst main as well as allowing access for plant, machinery and fencing that may be required for repair and maintenance purposes.

### Foul Water Sewers

Whilst sites at Wynyard Garden Village can connect to the existing foul network, Northumbrian Water has confirmed that, although there is capacity within the local treatment works, the foul network within the village has capacity to serve a total of only 2,200 residential units (approximately). Hence, additional development, over and above this number, will require a separate connection to the public sewers further downstream, likely located near to the A19(T). Discussions with Northumbrian Water have confirmed that a connection to the 1,200mm public sewer at Manhole 7301, which is located immediately upstream and to the west of the A19(T), is possible; otherwise, there will be a need to cross the A19(T) to connect to manhole 8201. Further, due to the existing topography and the location of the public sewers, it is likely that pumping stations will be required.



### **Flooding and Surface Water Management**

Flood Risk Assessments (FRA) will be required for each site taken forward to accurately assess and confirm all potential sources of flood risk, in accordance with planning policies. The development envisaged must not, nonetheless, increase the risk of surface water run-off from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the proposed development or existing surface water / groundwater issues on the site must be alleviated by the installation of sustainable drainage system within the site.

Several SuDS features have already been built or are proposed within new developments in Wynyard Park and Wynyard Village. Notwithstanding this infrastructure, a detailed Surface Water Drainage Strategy is required for development at Wynyard Park, and this should consider the existing surface water features. The strategy should be agreed by the Councils in their role as Lead Local Flood Authority and should:

- Be agreed with Northumbrian Water Limited and any other relevant service provider;
- Take a strategic approach to SuDS across the whole of the site, rather than individual phases of development;
- Assess a range of issues that include natural flow paths, ecology, multi-functional space, water quality, treatment trains, management;
- Identify the best surface water solution that will manage flood risk, improve water quality, and identify the location of the system within the development;
- Be used to inform the final development layout;
- Include details of how surface water run-off is to be managed during each phase and following completion;
- Ensure that identified flooding problems elsewhere in the area are not exacerbated by using greenfield surface water runoff rates agreed with the Lead Local Flood Authority;
- Ensure existing flows from upstream catchments that are intercepted or affected by the development must be maintained through the proposed development site;

- Ensure that SuDS features are designed to integrate into the landscape of the development and provide amenity and ecological benefits as well as flood storage;
- Ponds and swales should be integrated into green corridors linking through the development, providing attractive recreational routes.

Further, before the commencement of any phase of the development:

- A detailed management/maintenance document must be agreed with the Lead Local Flood Authority before the commencement of any phase of development is required; and
- A build programme should be provided outlining the delivery of the required infrastructure to ensure sufficient surface water infrastructure is in place before above ground construction commences.



## 5.4 Education and Community Facilities

As part of a liveable and sustainable community, there is likely to be a requirement to provide primary school facilities on both the WPL and Homes England sites as part of their development. Proposals are currently being developed for a two-form entry primary school at a central location within the WPL site, with funding having been secured for its delivery. It is expected this will open in the 2023/24 academic year.

The size and location of a primary school within the North Burn site should be agreed with the local education authority as part of the next stage of Visioning document development, having regard to the extent and phasing of residential development, as well as capacity in other schools in the area. It will be important to ensure additional school capacity is not delivered before sufficient homes have been built, to ensure it does not attract pupils from beyond catchment and is sustainable from the day of opening. Sufficient land should be retained to allow for up to a two-form entry primary school to be delivered at North Burn.

Responding to the vision of creating a sustainable and liveable community, school provision should be located to maximise the opportunity for walking and cycling on safe routes. Consideration should also be given to clustering community facilities to ensure maximum accessibility and reduce the need for private car journeys between facilities.



## 6.0 The Vision



## 6.1 Parameters

The following parameters have been prepared to reflect new guidance and opportunities that have emerged since the adoption of the Hartlepool Local Plan. In particular, the parameters are now more closely aligned with the Garden Village principles and acknowledge the aspirations of Building for a Healthy Life (and its predecessor, Building for Life 12) as set out in Hartlepool Borough Council's Residential Design SPD (2019). These are high level parameters that set a broad framework for the direction of travel on the relevant issues set out below as the development proposals at Wynyard Garden Village evolve.

### Fixes and Flexes

The fixes and flexes set out here build upon the aspirations of the fixes and flexes within the 2019 Masterplan. These establish the fixes, which are fundamental elements of the site's delivery and, those elements that are expected to be delivered but there is flexibility in how and where they are secured.

### Fixes

The level of housing, services and facilities, open space, sports provision and education to reflect the needs of the Garden Village designation:

- Garden Village principles, as reflected in the ten key qualities embedded in the Garden Communities Prospectus and outlined in Section 2;
- Establishment of a clear stewardship arrangement to ensure the long-term success of the garden village for future generations;
- Existing built development (homes, road layout, services and infrastructure);
- Extant planning permissions
- Location of heritage assets
- Primary Vehicular Movement, along with the principles of Secondary Vehicular Movement.

### Flexes

Creation of Integrated Neighbourhoods:

- Enabling the creation of natural connections.
- Enhanced opportunities for walking, cycling and public transport.
- Provision of facilities and services.
- Providing a variety of homes.

Creation of distinctive places:

- Capitalising on the existing opportunities provided on the site and its surrounding area.
- Building upon the already successful Design Code prepared by WPL to ensure a consistent approach to design across the Garden Village, whilst remaining sufficiently flexible to allow delivery of different character areas across the Garden Village;
- Creating an area with memorable character.

- Providing well defined streets and spaces.
- Creating an area that is easy to navigate around and encourages natural circulation.

Provision of streets for all:

- Providing healthy streets.
- Ensuring an appropriate balance between car and cycle parking, reflecting the need to provide appropriate levels of both.
- Providing green and blue infrastructure.

### Density

There are no prescribed density targets within the Local Plan policy with reliance instead on identifying the total capacity for new homes in each development parcel. Notwithstanding this, the design philosophy remains to create a place that meshes and interacts with the adjacent residential areas both socially and physically, in order to create a sustainable living environment. Development of the site should provide a variety of densities and house types, encouraging the delivery of a truly sustainable and mixed community across the Garden Village. As such, the following parameters have been created:

- The density of proposals will be a function of their design and, as such, it is not proposed to be prescriptive in respect of density.
- The application of the identified high-level parameters will enable high quality development proposals that reflect the rural location of Wynyard Garden Village to be developed. As such, the proposals should, by reflecting these parameters, come forward at an appropriate density.



### Woodland Parameters

The following parameter will enable the effective protection of the existing green infrastructure within Wynyard Park, and creating opportunities for woodlands to be incorporated into the development proposals.

- An appropriate woodland buffer and compensatory provision, compliant with the relevant adopted local planning policy at that point in time, will form part of the detailed proposals as they come forward. This will be agreed with relevant consultees, including the Forestry Commission and local planning authority.

### Heritage Parameters

The following key principles will be applied in order to ensure heritage assets are appropriately assimilated into the development:

- An appropriate buffer that reflects policy requirements will be retained around key identified heritage assets, informed by detailed analysis of those assets;
- The development will seek to maximise opportunities to protect and enhance identified heritage assets; and,
- Opportunities to provide additional open space within buffer zones will be investigated as part of the design process; in line with the broader aim of ensuring that heritage assets remain accessible to the public.

### Open Space

The provision of open space is key to creating a balanced environment and will be based around the following parameters:

- Open space provision should reflect the rural location of Wynyard Park, while aiming to maximise access to the adjacent green space and woodlands;
- The creation of open space should consider proximity to existing green space and woodlands;
- Open space provision should reflect relevant policy guidance in respect of ensuring that (a) an appropriate mix of typologies and quantity of open space are provided, and (b) open space is provided within the appropriate distance of homes.

### Play Provision

In order to create an environment that offers opportunities for both formal and informal play, the following parameters will be applied:

- The majority of play areas are to be located adjoining or associated with the urban park and other amenity green spaces to be provided;
- Play facilities should serve young people of all ages;
- Development sites to provide play areas in line with the relevant planning policy requirements.

### Biodiversity

Biodiversity Net Gain (BNG) is an approach that aims to leave the natural environment in a measurably better state than beforehand, secured by the Environment Act (2021). As such, the following parameters will apply to BNG:

- The proposals will comply with relevant national and local planning policy requirements at the time of submission in respect of meeting the relevant minimum percentage enhancement requirement for BNG; and,
- The proposals will identify appropriate opportunities within the site for BNG to be provided.

Development proposals which affect existing biodiversity designations (including Local Wildlife Sites, Ancient Woodland etc) will need to be supported by sufficient evidence to demonstrate their suitability and follow the prevailing national and local development plan policy requirements.

### Hedgerows

The importance of hedgerows as a feature that reflects the rural location of Wynyard Garden Village is acknowledged. Existing hedgerows have a biodiversity significance, as well as a heritage significance. As such, the following parameters will be applied:

- Existing hedgerows to be retained and incorporated into development proposals where possible; and,
- Opportunities to provide new species rich hedgerows to be investigated within development proposals in order to both increase provision and assist in providing additional biodiversity enhancement.



## 6.2 Land Use

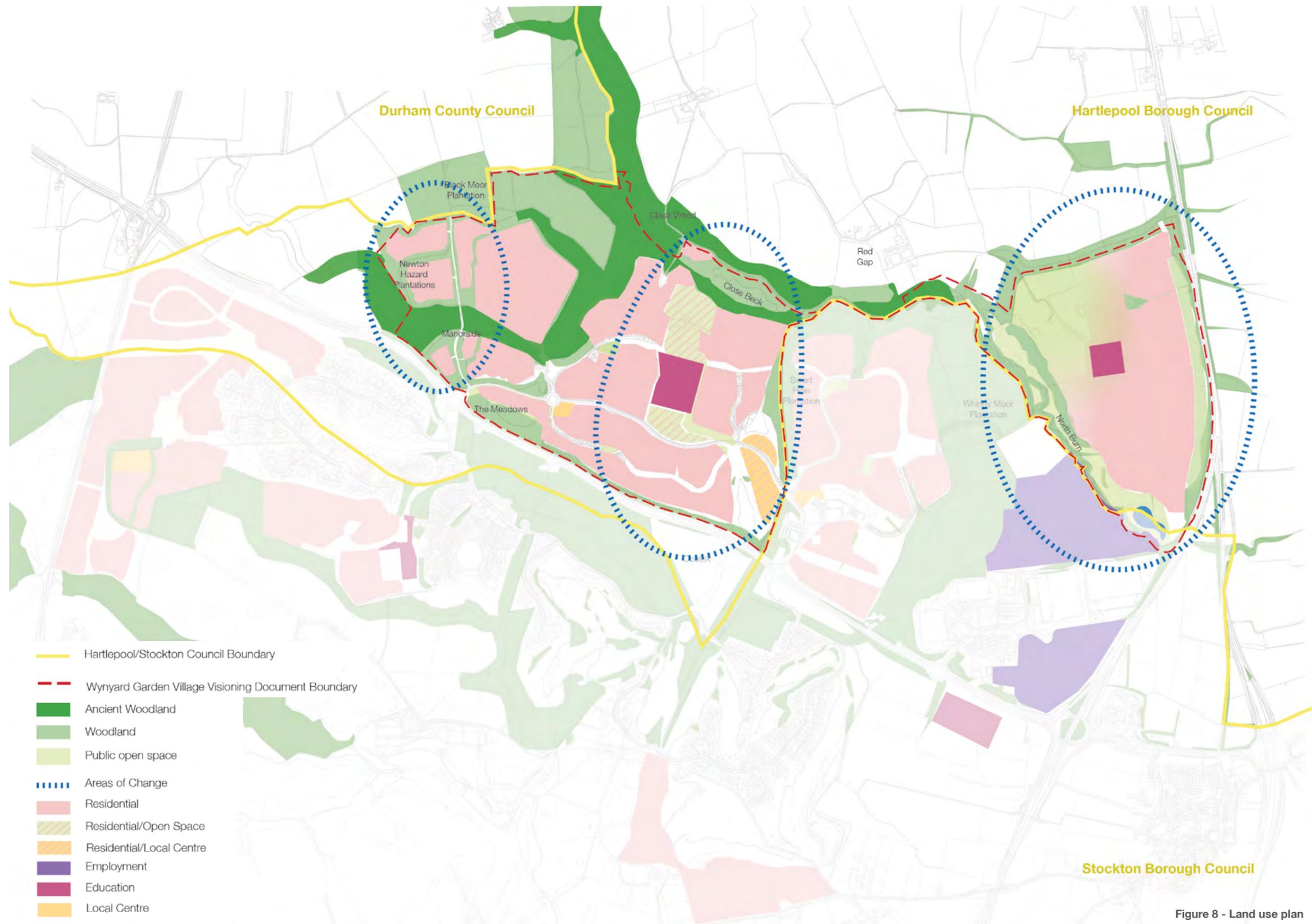


Figure 8 - Land use plan

## 6.3 Strategic Green Infrastructure

Delivery of successful green infrastructure is a key component of the Vision for the Garden Village. Detailed development proposals will be able to demonstrate how they create opportunities for green infrastructure and connect with existing green infrastructure and ecological networks.

Green infrastructure includes a broad range of features which could be designed into development proposals. This could include features, such as parks, gardens, green spaces, green roofs, green walls, street trees, verges along roads, meadows, and wetlands, amongst other things.

In principle, green infrastructure is considered to adopt the following characteristics:

- Is a network, not just a single site;
- Operates at a range of different scales, for example from hedgerow to floodplain; and
- Is multi-functional – it is designed and managed to provide a range of different benefits simultaneously.

Wynyard Garden Village already demonstrates a strong commitment to green infrastructure provision and the Garden Village delivery provides an opportunity to build upon this. The Wynyard Park Woodland Footpath Strategy which should be considered in the preparation of detailed planning applications, with opportunities taken to extend and enhance the network.

Planning permission for new developments will include a strategy for long-term management of green infrastructure provision.

Opportunities should be taken to connect the North Burn site with the existing wider Wynyard Park green infrastructure, and enhance these green spaces to provide biodiversity net gain. The west woodland and parkland development areas will link into the existing development cells.

Through discussion with the Council, opportunities for biodiversity net gain (calculated using the most up to date Biodiversity Metric calculator) should be taken on all development cells and may include off-site provision, beyond the Garden Village boundary. The area identified as a Scheduled Ancient Monument is protected from development but has opportunities to be sensitively used for biodiversity net gain and public open space.

The North Burn valley provides a variety of landscape typologies from grassland, stream, floodplain, scrub, woodland, hedgerows and individual trees to the benefit of the whole Visioning document area. Opportunities to enhance the natural environment and wetland areas could be developed alongside creation of paths to allow access that could connect to the wider woodland footpath network. Hedgerows should be retained where possible and connect through to the wider green infrastructure.

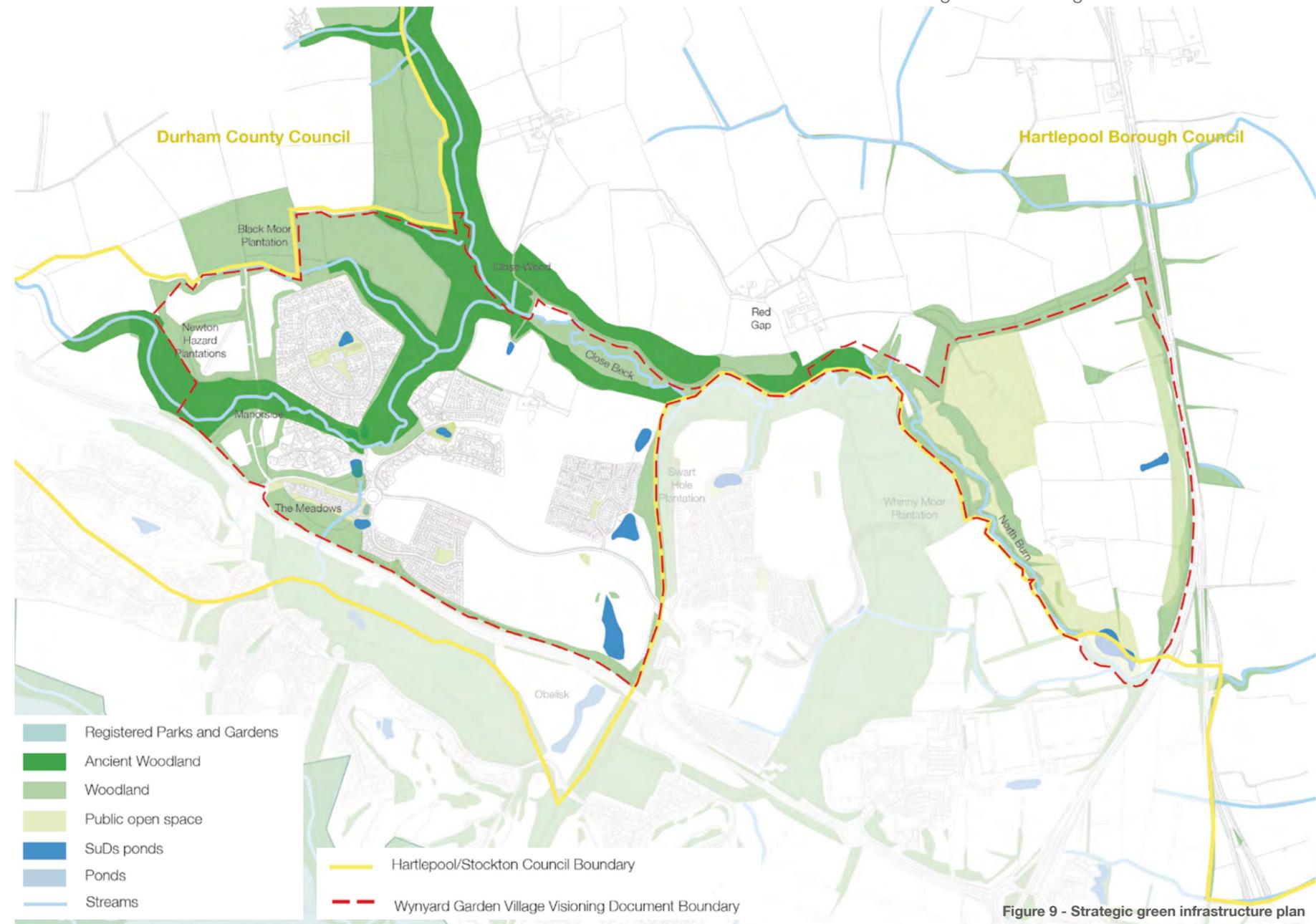
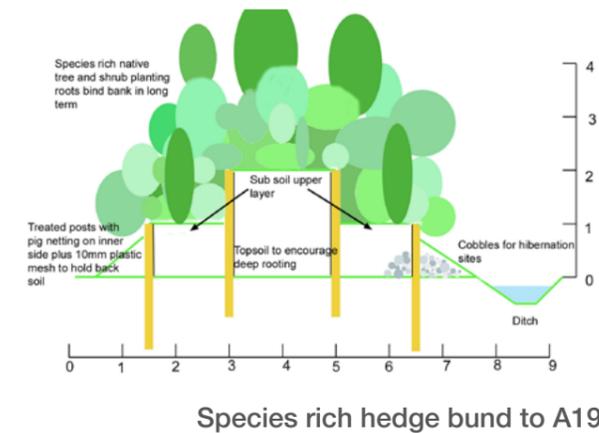


Figure 9 - Strategic green infrastructure plan

## 6.4 Connectivity and Movement

To bring forward the North Burn site for residential development will require a new access road. As detailed in 5.1 this route would link from the A19(T), bridging over the A19 to land at the southern end of the North Burn site. The route would then connect through the new residential land, over North Burn and tie into the new secondary access road to Amazon. It is envisaged that two roundabouts would be provided within the North Burn housing land to enable an inner loop road through this area.

To enable the western woodland development a new access road will be required. This would connect from the primary arterial road north of roundabout A.

Delivery of the Garden Village will follow the Garden Village principles and the stated Vision, promoting sustainable modes of transport. Pedestrian accessibility will be maximised where possible, seeking to adopt the principles of the 20-minute neighbourhood.

Existing public rights of way are already a strong feature of the Wynyard Garden Village development and there are opportunities to enhance and connect into these existing routes. There are a number of footpaths and aspirational footpath connections through the landscape and woodlands. More information is available in the Wynyard Park Woodland Footpath Strategy.

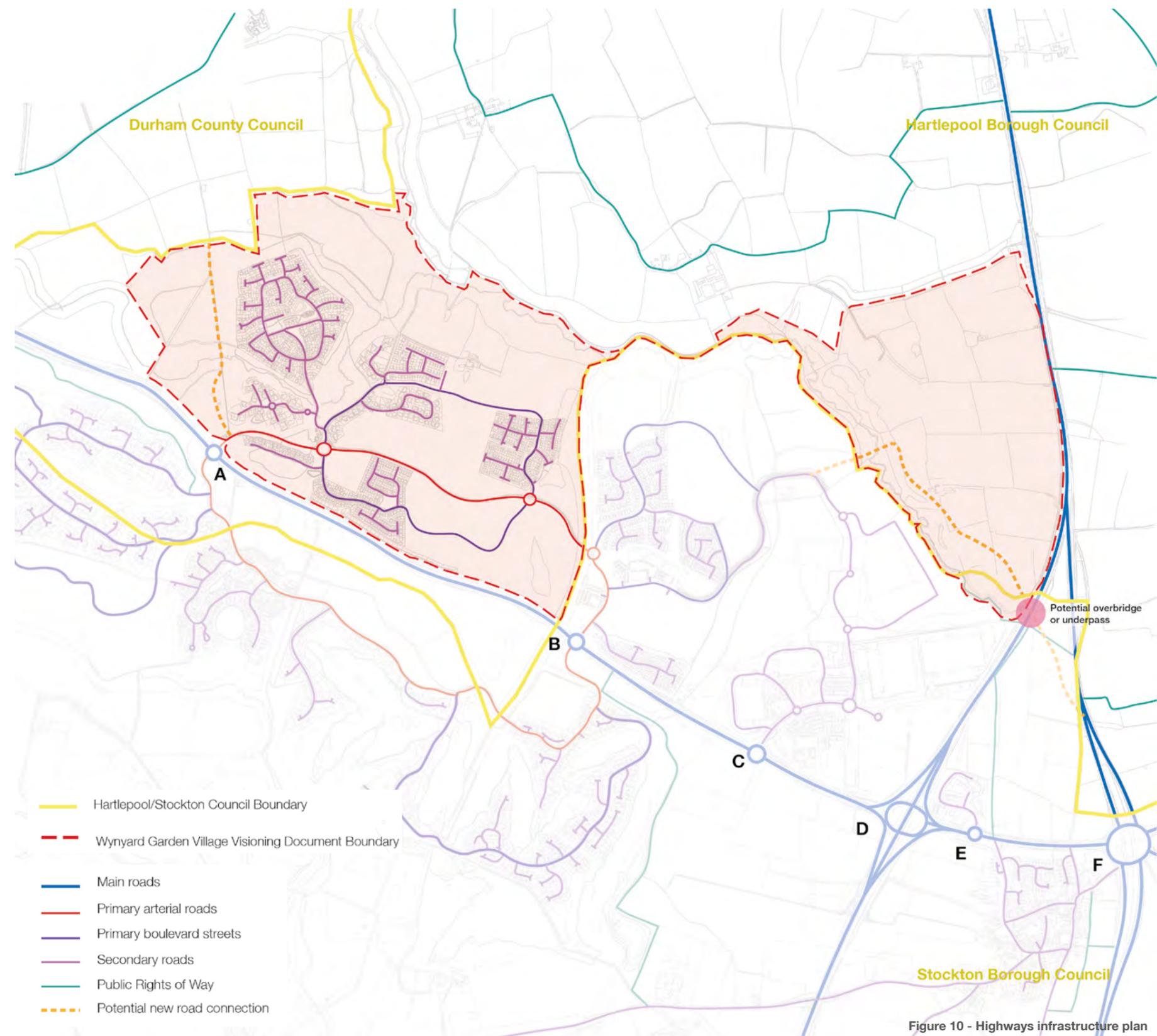


Figure 10 - Highways infrastructure plan

## 6.5 Placemaking

This Visioning document seeks to identify opportunities for placemaking in the new neighbourhood location on the North Burn site and across the Wynyard Park Ltd residential phases. It also recognises the aspirations of Building for a Healthy Life.

### Character Areas

The character of the landscape changes through the development and this should be reflected in the design of the landscape, housing, open spaces, streetscape and public realm.

Consideration of the user's journey through the Garden Village should be given to provide different character areas along that journey and avoiding a uniform treatment to roads.

### Views of the Landscape Assets

There are a number of high-quality trees and woodland that provide an attractive view and connect people with nature. Streets can be aligned to key views of a mature tree or woodland to enhance the local identity and connection with place.

Elevated areas offer views to the wider countryside including long views of the North York Moors and Teesside which help to create a sense of place and belonging.

### Local Heritage

The heritage of the Scheduled Ancient Monument at High Burntoft, located to the north west of the North Burn site, offers opportunities for interpretation to tell the stories of the past.

The place name Burntoft is mentioned in the Boldon Book of 1183 as 'Burntoft' and the origin of the name toft is thought to be Old Norse indicating the site of a building.

The medieval farmstead included two small crofts, farmsteadings, fishponds, and ridge and furrow fields. The original path network is visible in areas and could be recreated to allow people to enjoy the heritage.



Long views south over Teesside and the North York Moors



Views over the North Burn Valley

## 6.6 Sustainability

Building upon the Garden Village principles, it is expected that development within the Garden Village area will demonstrate a commitment to sustainable development, where appropriate adopting a the 20-minute neighbourhood principle and a forward thinking approach to the use of renewable sources of energy and working towards zero carbon principles. Specific planning applications should ensure they clearly demonstrate how these principles have been addressed and will be considered against the relevant local standards set out within the Local Plan.

Recognising the period over which the Garden Village will be developed, over several phases of development, it is not intended to establish definitive requirements in this Visioning document. Such an approach could limit future innovation and would not respond positively to changing circumstances.

Whilst not exhaustive, some of the principles that could be considered in future development proposals include:

- To approach sustainability holistically considering social, economic and environmental aspects throughout all aspects of the delivery of the development
- To promote and deliver initiatives with partners, developers and their supply chain which contribute to a target of zero waste both throughout the development process and occupation of homes
- To explore and promote the use of digital technologies to reduce carbon emissions through the whole building lifecycle (planning, construction, management)
- To promote and facilitate sustainable transport solutions and contribute to a reduction in transport emissions
- To deliver the design principles in the design guide to promote and facilitate sustainable living patterns and habits
- Future proofing the transition from gas boilers to alternative methods of heating;
- Ensuring development is suitable for accommodating the transition from petrol/ diesel vehicles;

- Explore opportunities for renewable energy generation (photovoltaics, wind etc);
- Consider other innovative approaches to sustainable transport, including bicycle and walking infrastructure; and
- Consider opportunities to improve the energy efficiency of individual dwellings as they are built.



## 6.7 Accessibility

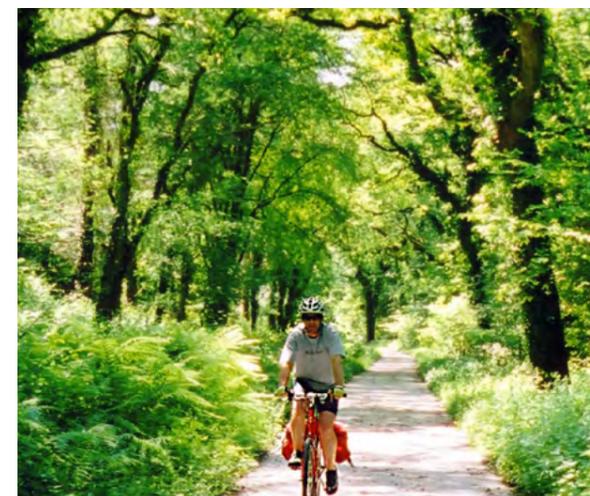
The success of Wynyard as a garden village is, in part, related to it being self-sufficient as a settlement, with a range of employment opportunities, provision of accessible services and facilities and the realisation of a mixed sustainable community.

The inclusion of additional development areas within the garden village should be used to ensure the delivery of a mix of residential communities, including a range of house types and tenures, including retirement accommodation.

Opportunities for pedestrian and cycle connectivity throughout the garden village (including south of the A689) should be maximised, ensuring the different character areas of the development are able to integrate and access the range of communal facilities. Connections should also be maintained to the east, across the A19, as part of the highways improvements to be delivered.

Ensuring pedestrian and cycle connectivity is maximised, and that community facilities and appropriately located and clustered, will reduce the need for residents to be reliant upon use of the private car.

Where vehicular transport is necessary, the critical mass of development delivered across the garden village will assist in supporting a commercially viable bus service which will provide access around the garden village and beyond.



## 6.8 Built Fabric

Building upon the Garden Village principles, it is expected that development within the Garden Village Visioning document area will demonstrate a commitment to sustainable development, where appropriate adopting a forward thinking approach to the use of renewable sources of energy.

Recognising the period over which the Garden Village will be developed, over several phases of development, it is not intended to establish definitive requirements in this Visioning document. Such an approach could limit future innovation and would not respond positively to changing circumstances.

Whilst not exhaustive, some of the principles that could be considered in future development proposals include:

- To explore, test and deliver **new low and carbon technologies** to reduce carbon emissions in the built environment.
- To encourage developers to meet the **Future Home Standard prior to 2025**
- To deliver innovative sustainable solutions which are **commercially viable and maximise potential investment** by partners and funding sources, enabling solutions to be brought forward which the market wouldn't otherwise deliver.



## 6.9 Design Principles

### Vision

**For Wynyard Garden Village to build on the established high quality green infrastructure, housing and employment offer to deliver a truly sustainable garden village, with diversity of house types, sizes and tenures and employment development, as well as providing access to new schools, community facilities and green spaces for residents. Connecting people to work, education and leisure locally.**

### Garden Village Design Principles

There are specific design opportunities and challenges when planning Garden Villages, and each site is unique. The Garden Village principles are an indivisible and interlocking framework for creating new places in this context. They should not be used as a blueprint but should be applied in a pioneering spirit of innovation and collaboration.

Wynyard Garden Village is unique to most Garden Villages, being an already established settlement with some facilities. Delivery of the Garden Village will ensure integration with existing facilities, which providing a range of additional facilities which will be accessible to the Garden Village as a whole.

### Strong vision, leadership and community engagement

The Wynyard Garden Village governance structure is described in section 3.0.

The consultation being undertaken on this Visioning Document follows extensive consultation already undertaken by the Council on the Local Plan and Masterplan. As the Garden Village develops and evolves there will be continuous engagement with the local community on individual planning applications. There would also be further community engagement in the future, if the Council commenced an update to its Local Plan or other development plan documents.

A community engagement strategy will be developed to enhance the online engagement that has previously been administered by Wynyard Park Limited (WPL). This Visioning Document consultation is being hosted by Hartlepool Borough Council, although it is likely the individual landowners will continue to engage residents in the way they have previously. As a principle, as the community engagement strategy for the Garden Village evolves, all developers will commit to continuous engagement through the planning and delivery process of the Garden Village, providing an opportunity to shape proposals over the lifetime of the development.

### Long term stewardship of community assets

The current developments are maintained for 18 months from completion then handed over to WPL who maintain with an annual service charge to residents.

There is potential to create 'friends of' groups for the surrounding woodland and heritage assets.

Community use of new sports pitches is already secured as part of the new primary school at Wynyard Park. With the potential new school on North Burn there could be some sports fields that could be used by the community out of hours. A community use agreement may be required.

### Homes that are genuinely affordable for everyone

Whilst historically Wynyard has been an executive home development the more recent developments put forward have included social housing helping to provide affordable homes for everyone. Hartlepool Borough Council planning policy currently requires 18% of homes to be affordable.

### Varied local jobs offer within easy commuting distance

Wynyard Garden Village is currently well served with employment opportunities.

### Well-designed homes with gardens in healthy communities

Developments will be required to meet government guidance on best design practice and relevant local policy. There is however an aspiration to exceed Building Regulations requirements.

### Development that enhances the natural environment

The woodland and parkland around Wynyard Garden Village are its main asset, creating the character of the place, strong identity and a desirable place to live and work. Building on this infrastructure, Wynyard Garden Village is in a strong position to target Building with Nature accreditation (BwN).

### Walkable cultural, recreational, and shopping facilities

There are generally good walking and cycle connections within Wynyard Garden Village but the A689 and A19 impose a barrier beyond the site. There are long term aspirational plans to provide a bridge connection over the A689 linking these two residential areas. There is potential to provide cycle routes with the new A19 bridge allowing a cycle and pedestrian route through to Billingham.

### Integrated, accessible low carbon transport systems

The Wynyard hopper bus currently provides an on call service to residents. Long term plans would include a bus route through Wynyard Garden Village.

There is potential to include a mobility hub within the North Burn site with electric bike and / or car rental, bike maintenance, and bus stop/ connections.

The 20-minute neighbourhood principle could be considered for the development. Wynyard Garden Village is well served by local centres and will be close to achieving this.

The 20 minute neighbourhood principle could be considered for the development. Wynyard is well served by local centres and will be close to achieving this.

### Infrastructure Delivery

In order to create a Garden Village that functions effectively and aligns to the key principles within the Garden Communities Prospectus, an appropriate level of infrastructure is required to be provided to build the foundations on which the Garden Village can grow.

As the Garden Village evolves, a clear infrastructure delivery plan will be required. At this stage it is anticipated the infrastructure delivery plan will include the following items:

- Education Facilities (e.g. primary and secondary school provision, expanded school car parking);
- Delivery and phasing of the new A19 link road into the North Burn site;
- Community Facilities;
- Infrastructure (e.g. community centre, sports hub and potential grass playing pitches);
- Green Infrastructure (e.g. amenity open space, play facilities);
- Highway Works (e.g. primary arterial road, specific junction improvements);
- Strategic Cycleways/Footways (e.g. A689 cycleway/ footbridge, east to west footway/cycleway);
- Other Infrastructure (e.g. surface water drainage strategy, design code).
- The actual delivery mechanisms for the above facilities will be secured through the following mechanisms:
- Appropriate triggers agreed through the relevant planning application processes;
- Section 106 Planning Obligations tied to residential planning permissions; and,
- External funding sources.

The infrastructure requirements will evolve as the Garden Village is built, albeit that the above parameters are expected to remain the cornerstones of the broad requirements across the site.

## 6.10 Development Cells

### Woodland Development

The Woodland area of the WPL site is proposed to deliver a mix of large and unique properties within substantial grounds, set within a woodland landscape. Housing would be built within 'pockets' of woodland, with the retained woodland subject to a detailed management plan which will provide an opportunity to significantly enhance the biodiversity habitat of the woodland. These works would be carried out in close co-operation with stakeholders, including the Council and Forestry Commission through a recently established Ecology Board, and through consideration of any planning applications. The images below provide a mood board of house types which reflect the aspirational nature of this part of the development.

It is proposed that residential will be the only land use within these parts of the development.

-  Hartlepool/Stockton Council Boundary
-  Wynyard Garden Village Visioning Document Boundary
-  Ancient Woodland
-  Woodland
-  Public open space
-  Areas of Change
-  Residential



Figure 11 - Woodland development plan



**Parkland Development**

The Parkland area of the WPL site reflects the areas of land allocated for development within the adopted Local Plan. The housing in this area is expected to complement the existing development cells in this area, forming a village character, with a mix of associated uses, including education and open space/sports provision.

Baseline assessment has demonstrated it is not necessary to retain the employment allocation in this area, with the Council having a significant oversupply of available employment land.

The developable area of the Parkland extends to approximately 48 hectares, excluding the green diagonal hatched area to the north in Figure 12 which has been reserved due to its archaeological interest and is designated as a Green Wedge in the Local Plan. Further investigations in this area of the site suggest a strip and record approach could be adopted. This could present opportunities for development as part of the comprehensive garden village scheme that retains the unique “rural” character of the area. This is to be discussed with heritage officers at the Council to ensure appropriate consideration of the significance of the assets and requirements for conservation and enhancement.

The northern element of this area is served by the internal road network, connecting to The Meadows to the south west, linking through to the development cells within the Stockton Borough Council area to the east. The northern parcel extends to approximately 7.2ha of predominantly residential development, with a central area of landscaped open space and a SuDS drainage feature to the east, which itself provides an opportunity for landscaping and biodiversity enhancement, with the drainage feature connecting to further SuDS basins in the central and southern development parcels.

The central development parcel extends to approximately 14.9ha and includes a mixture of residential and community facilities.

At this stage the initial proposals indicate attractive ‘village’ character housing, with generous landscaping and public footpaths. It is proposed to develop a primary school in this area of the site.

As noted above, the SuDS drainage feature to the east of the middle parcel connects to the northern and southern parcels through a landscaped corridor.

The southern development cell of the Parkland area is the largest cell at approximately 26ha. The design character is the same as the other parts of the Parkland area with generous landscaped areas of open space, public right of way connections and high-quality village character housing.

The proposals include a mix of community facilities in the central development parcel, and potential ancillary small scale commercial development within the southern development cell. This provides an opportunity to secure development that contributes to the objectives of the Local Plan allocations for this part of the site, with this being the area allocated for community facilities under Policy INF4 and employment under EMP1.

A vehicular route connects the Parkland area to the A689/The Meadows roundabout to the east and the A689/Hanzard Drive roundabout to the west.

A range of public rights of way, including cycle connections, are proposed throughout the Parkland area.



**Figure 12 - Parkland development plan**

Hartlepool/Stockton Council Boundary	Residential
Wynyard Garden Village Visioning Document Boundary	Residential/Open Space
Ancient Woodland	Residential/Local Centre
Woodland	Education
Public open space	Local Centre



**North Burn**

The developable area of the North Burn site is the largest single development cell within the garden village, extending to approximately 87ha, excluding the area to the west which is reserved to protect the site of the Scheduled Ancient Monument (SAM).

A Desk Based Assessment of the site has been completed to allow a better understanding of the significance of the SAM. Further detailed assessment will be required to inform detailed planning applications, although it is expected a buffer of at least 20m will be retained between the SAM and built development. Elsewhere on the site there is the potential to encounter archaeological remains that the form and layout of more detailed development proposals would respond to.

The buffer zone to the A19 could offer opportunities to create biodiversity enhancement through species rich hedge, woodland and scrub planting on an acoustic bund. This would reinforce the green infrastructure around the eastern edge of Wynyard Park connecting the North Burn valley to the existing woodland around the northern boundary of the site.

Due to the size of the development parcel it is expected the North Burn site will feature a variety of densities and characters, although in principle, it is likely the North Burn site will be developed at an overall higher density than the Woodland and Parkland development areas.

The North Burn site is of a scale which is considered suitable to support an additional local centre and other community facilities, possibly including a school, subject to pupil demand. This will maximise the sustainability of the site and minimise the need to travel by car. Similar to the other development areas, a public right of way scheme will be developed for the North Burn site, ensuring maximum connectivity with the rest of the Wynyard Garden Village and beyond.

-  Hartlepool/Stockton Council Boundary
-  Wynyard Garden Village Visioning Document Boundary
-  Ancient Woodland
-  Woodland
-  Public open space
-  Areas of Change
-  Residential
-  Employment
-  Education
-  Local Centre



Figure 13 - North Burn development plan

# Wynyard Garden Village visioning document

A consultation has been launched that explores the vision for future development at Wynyard.

Since designation of Wynyard as a Garden Village in January 2020, Homes England and Wynyard Park have been working closely with Hartlepool Borough Council on what this means for Wynyard's future.

As many of the key developments associated with the Garden Village designation are solely within Hartlepool's administrative area, Stockton Borough Council is not directly involved in these latest proposals, but all residents are encouraged to have their say.

As a Garden Village, Wynyard is a key location for additional investment in the local and strategic road network, schools, open spaces and community facilities to support the area's continued growth as a sustainable and self-sufficient community.

**The draft visioning document is available for views and comments until Monday 7th March and can be accessed at**

**[www.hartlepool.gov.uk/wynyardgardenvillage](http://www.hartlepool.gov.uk/wynyardgardenvillage)**





## **Wynyard Garden Village Visioning Document**

### **Consultation Statement**

**March 2022**

## Introduction

This statement provides a summary of the engagement that was undertaken as part of the preparation of the Wynyard Garden Village Visioning Document. The visioning document does not change the existing planning framework for Wynyard established through the Local Plans of Hartlepool and Stockton and the 2019 Wynyard Masterplan. The role of the visioning document is to review the opportunities for growth associated with the Wynyard Garden Village designation. It marks the first public statements regarding the wider development potential at Wynyard.

The Visioning Document was published on Monday 14<sup>th</sup> February 2022 and was open for comments for three weeks, closing on Monday 7<sup>th</sup> March 2022.

## Engagement in preparation of the visioning document

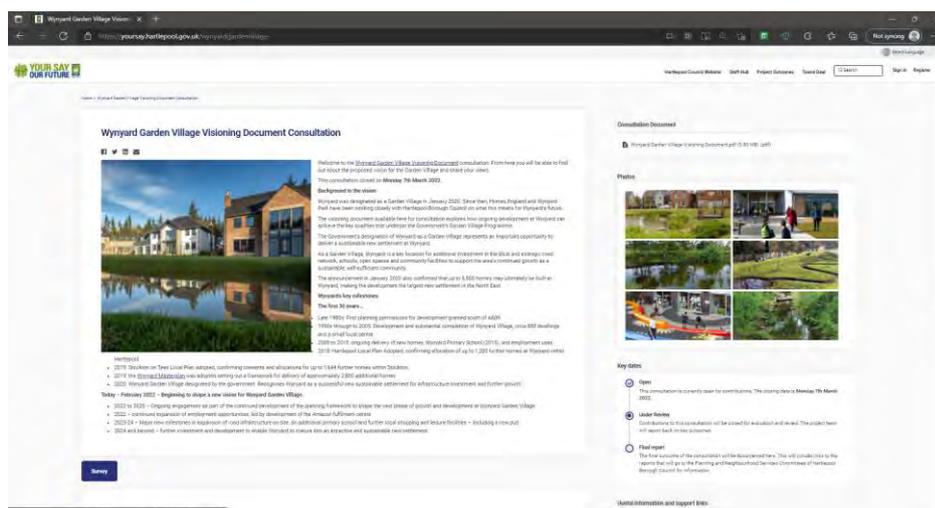
Throughout preparation of the Visioning Document feedback was sought from key stakeholders both from key service areas within Hartlepool Borough Council and key external bodies notably Historic England, Natural England and Forestry Commission.

The landowners and Local Authorities are also working closely with National Highways to ensure the requirements for new highway infrastructure associated with development are understood.

## Consultation method

The primary means of engagement on the visioning document was via the Council online consultation portal “Your Say, Our Future”.

On Monday 14<sup>th</sup> February, the draft Wynyard Garden Village Visioning Document was published online alongside a simple survey asking for respondents views on each section of the document.



[Wynyard Garden Village Visioning Document Consultation | Your Say Our Future \(hartlepool.gov.uk\)](https://www.hartlepool.gov.uk/your-say-our-future/wynyard-garden-village-visioning-document-consultation)

Week commencing the 14<sup>th</sup> February 2022, notification of the Wynyard Garden Village consultation was given through a variety of methods, including:

- Mailing a leaflet notification to all households at Wynyard both within Hartlepool and Stockton.
- A press release on 14<sup>th</sup> February. This press release was picked up and included as an article about the consultation by the Hartlepool Mail on Tuesday 15<sup>th</sup> February 2022<sup>1</sup>.
- Social media including the Council's Twitter and Facebook account and by Wynyard Park Ltd through local Facebook groups.
- Direct email notifications sent to key external stakeholders with an interest in Wynyard. This included Wynyard Residents Association, Parish Council's, Ward Councillors, the Tees Valley Combined Authority and Hartlepool Constituency MP Jill Mortimer.



## Key consultation statistics

The Wynyard Garden Village Visioning Document was downloaded **969** times by **784** visitors to the site.

The survey was completed by **84 participants** of which 96.4% were residents of Wynyard. The other 3.6% (3 individual responses) were Elwick Parish Council and parents of children at Wynyard CoE School.

45.2% of participants were residents of Wynyard Park (North of the A689), 51.2% were residents of Wynyard Village (South of the A689) and 3.5% don't live in Wynyard.

Meanwhile one further response was received directly via email from a resident, and a letter of response was received in response to the draft visioning document from the Forestry Commission.

The number of responses to each survey question were relatively evenly distributed. The fewest comments were received in relation to Governance and the Baseline Summary with 38 separate responses. The most comments were received in relation to Infrastructure and other general comments with 48 and 49 responses respectively.

## Key matters raised by respondents included

- Character of Wynyard, with concern about the impact of further growth upon the characteristics of the community and area that makes Wynyard attractive to residents.
- Community facilities such as shops, pubs, school and health provision.
- Consultation that is meaningful and ongoing with residents was noted as important, and clearly communicating proposals and how they may benefit residents.
- Delivery of necessary infrastructure when it is needed.
- Green Infrastructure and the potential loss of woodland and the value attached to recreation, walking and cycling through the woodland.

<sup>1</sup> [Call to help shape future vision for growing Wynyard as consultation launches | Hartlepool Mail](https://www.hartlepoolmail.co.uk/news/environment/consultation-launches-on-future-of-wynyard-3569399)  
<https://www.hartlepoolmail.co.uk/news/environment/consultation-launches-on-future-of-wynyard-3569399>

- Governance was discussed with some clarity requested regarding the structure and importance again of involving residents.
- Housing with respondents favouring delivery that reflected the current mix of development in Wynyard.
- Sustainable community and transport were noted as interconnected with limited public transport connections and challenges in accessing service via walking or cycling.
- Comments that were supportive of the overall vision welcomed the potential investment that could arise from Garden Village designation and the benefits of additional growth. Such respondents remained keen to ensure growth was supported by adequate infrastructure.

The final Wynyard Garden Village Visioning Document has been prepared following this consultation and is included as Appendix 4 to the Report to Committee. The final document gives further detail regarding the comments, and how the issues identified may be addressed as the planning framework for Wynyard Garden Village is developed further.



**Wynyard Garden Village Visioning Document**  
Wynyard Park, Hartlepool Borough Council Area

**March 2022**



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**Consultation Summary**

## 1.0 Introduction

### Vision

For Wynyard Garden Village to build on the established high quality green infrastructure, housing and employment offer to deliver a truly sustainable garden village, with diversity of house types, sizes and tenures and employment development, as well as providing access to new schools, community facilities and green spaces for residents. Connecting people to work, education and leisure locally.



## 1.1 Background

Following the designation of Wynyard as a Garden Village in January 2020, which includes additional land beyond the existing Local Plan area, opportunities which support the delivery of infrastructure to the benefit to the wider Wynyard area are now capable of being explored. Furthermore, delivery of a regionally significant employment development (Amazon Fulfilment Centre – located within the Stockton Borough Council area of Wynyard) has also prompted a reconsideration of the land use arrangement within the northern part of the Garden Village area.

To begin the process of establishing a coherent strategy for delivery of a sustainable garden village, aligned with the Garden Village principles, the principle land-owners, jointly with Hartlepool Borough Council have drafted a 'Visioning Document' (this document). Whilst there is not a universal definition of 'sustainable development', national planning policy adopts a widely used definition, which is as follows:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection."

This Garden Village Visioning document will commence the process of reconsidering the fixes and flexes to support the development of a truly sustainable garden village; building upon the existing strengths of Wynyard and responding to Garden Village principles.

Wynyard Garden Village is located within the Tees Valley to the north of Stockton, West of the A19 (T) and the towns of Hartlepool and Billingham. Land at Wynyard is split between two local authorities – Hartlepool Borough Council and Stockton-on-Tees Borough Council. The area also falls within two Parish Council areas; Elwick Parish (within Hartlepool Borough) and Wynyard Parish (within Stockton-on-Tees Borough). Wynyard (prior to its designation as a Garden Village) was identified as a major location for growth in the respective Local Plans. This Visioning Document relates only to land falling within the Hartlepool Borough Council administrative boundary. The identification of Wynyard as a Garden Village provides an opportunity to ensure a cohesive approach to the growth and development of Wynyard.

In recognition of these considerations, and of the fact that the newly available opportunities are concentrated within the Hartlepool BC administrative area, this Garden Village Vision document has been prepared on behalf of Hartlepool Borough Council with the joint involvement and agreement of the key landowners of Wynyard Park Ltd and Homes England. The Visioning document has been informed by engagement with Stockton-on-Tees Borough Council, and other key stakeholders (eg Historic England, Natural England and the Forestry Commission). It has also been subject to public consultation during February and March 2022.

The Garden Village Vision document could help inform future development of the planning framework for Wynyard through planning applications or other documents, each of which will be subject to further rounds of consultation and, potentially, independent examination.

## 1.2 Consultation

Production of this Vision Document represents the next stage in developing the strategy for future growth and development at Wynyard Garden Village. It establishes a Vision for comprehensive development of the Garden Village within the Hartlepool Borough Council area.

Consultation on the Vision Document took place over a period of three weeks during February and March 2022, with the Vision Document being hosted on Hartlepool Borough Council's website. Comments were invited via the website and post. Appendix 1 of the Vision Document includes additional commentary on the outcomes of the consultation, with the primary comments relating to:

- Why is GV status a positive?
- Local centre/services/facilities
- Education provision
- Employment uses
- Footpaths and connectivity into woodland
- Open space provision
- Cycle routes
- Development Character

Whilst this document establishes a 'vision' for the development of Wynyard Garden Village, the document represents the first stage of major consultation on the future growth of Wynyard since its designation as a Garden Village. It follows earlier consultations on the adopted Local Plan and will be used to inform how the Garden Village is brought forward, either through individual planning applications or as part of a development plan document.

## 1.3 Purpose

The purpose of this Visioning document is to establish a 'Vision' for the long-term development of Wynyard Garden Village, ensuring it can be developed as a successful Garden Village, providing a positive response to the Garden Village principles. This Visioning document seeks to establish the foundations of the key principles and objectives for the development of Wynyard Garden Village.

This Visioning document relates only to the parts of the Wynyard Garden Village designation which fall within the administrative boundary of Hartlepool Borough Council.

As the Visioning document does not form part of the statutory development plan, individual applications will need to address relevant policies of the development plan, where they come forward ahead of a formal Local Plan review.

The structure of this Visioning document follows a logical evolution of Wynyard and future growth opportunities, as set out below:

- Section 2 – Wynyard Garden Village
- Section 3 – Garden Village Governance
- Section 4 – Baseline Summary
- Section 5 – Infrastructure Requirements
- Section 6 – The Vision

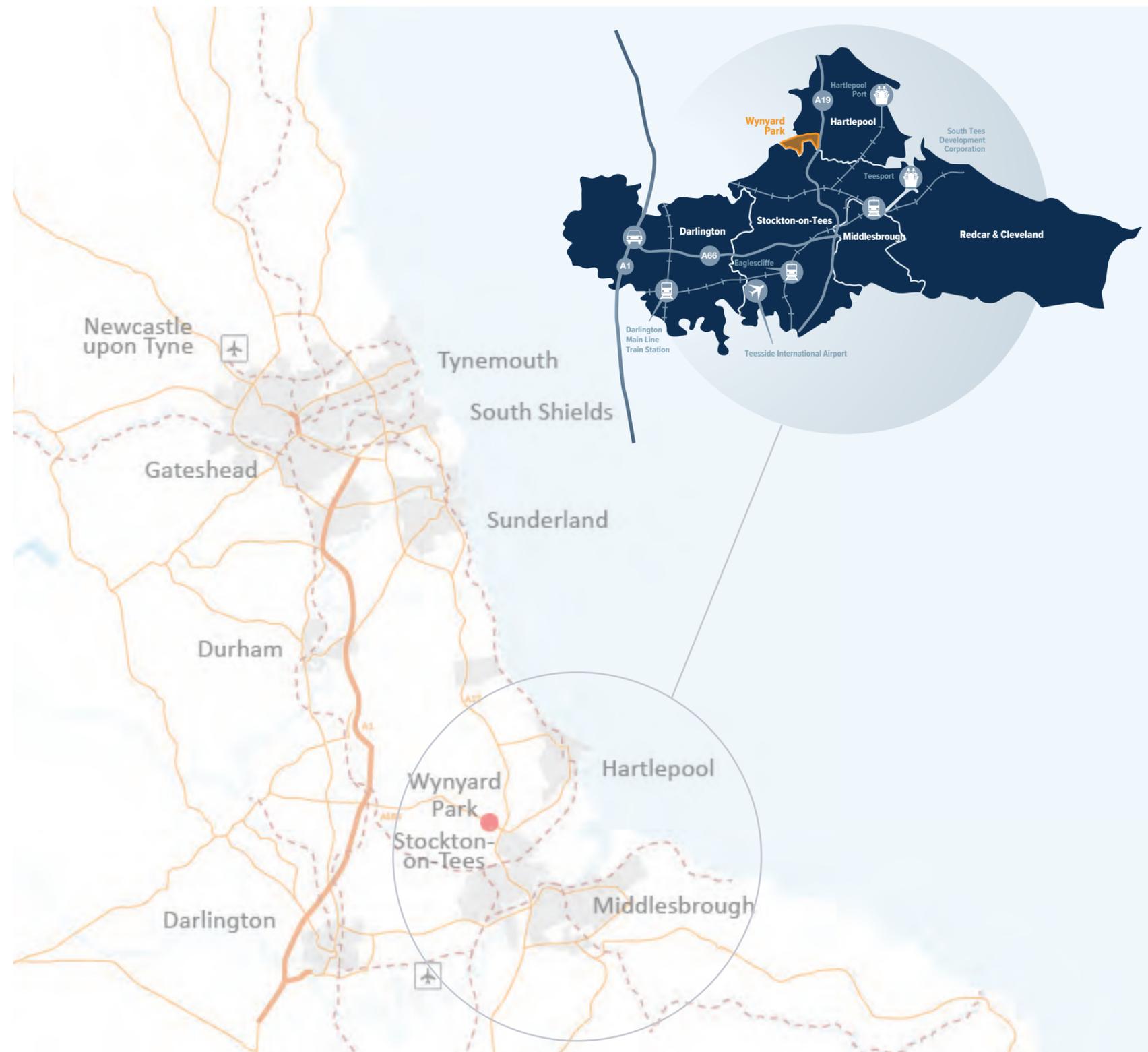
## 1.4 Regional Context

The existing Wynyard development is well located to build upon its strengths within the region and deliver a high-quality Garden Village with access to a wide range of services and facilities, based upon the key principles of a garden village.

Wynyard is already a major employment hub within Tees Valley and the wider North East region. It already accommodates approximately 3,300 jobs across a range of employment sectors, with a further 1,500 jobs to be created at the recently approved Amazon Fulfilment Centre, together providing opportunities for a wide mix of residents. A key strength of Wynyard is the sum of what it delivers between the individual authorities of Hartlepool and Stockton, collectively making an important contribution to each authority's individual needs for employment and housing.

The location of Wynyard Garden Village on the A689 corridor, close to the A19 and with convenient access to the A1(M) means it is well placed to serve the region and areas beyond. East Coast Mainline railway services are available from Darlington and Durham, whilst the major employment and regeneration areas of Teesworks (the UK's largest freeport) is a short distance to the east.

The residential offer already on site at Wynyard is predominantly of an executive and high value nature. The growth of Wynyard has attracted a large number of high wealth individuals and businesses to the region, from which the future growth of Wynyard Garden Village will benefit. Future development at Wynyard Garden Village provides an opportunity to provide a broader mix of house types and sizes set within a well-planned public realm, as well as introducing a range of community facilities, enhancing the overall sustainability of Wynyard Garden Village and the role it plays within a regional context.



## 2.0 Wynyard Garden Village



## 2.1 What is a Garden Village?

The Ministry of Housing, Communities and Local Government (now The Department for Levelling Up, Housing and Communities) invited Expressions of Interest for ‘ambitious, locally supported, proposals for new garden communities’ in August 2018.

There is no set definition for what a Garden Village must include, with the MHCLG Garden Communities Prospectus (2018) noting that each garden community will have its own ‘clear and distinct sense of identity’. Garden communities should be of sufficient **scale** to be largely self-sustaining and could comprise a new discrete settlement or be a transformational development of an existing settlement. They should demonstrate a **strategic fit** with ambitious proposals creating a variety of new jobs and timely delivery of infrastructure. Finally, they should be **locally-led** with support from the relevant local authorities and **continued local** community engagement.

Whilst the Garden Communities Prospectus does not seek to impose a specific range of ‘development principles’, it is expected that developments will have the following qualities embedded within them:

- a. **Clear identity** – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.
- b. **Sustainable scale** – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.
- c. **Well-designed places** – with vibrant mixed-use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.
- d. **Great homes** – offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life
- e. **Strong local vision and engagement** – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.
- f. **Transport** – integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.
- g. **Healthy places** – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.

- h. **Green space** – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.
- i. **Legacy and stewardship arrangements** – should be in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.
- j. **Future proofed** – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

The Garden Communities Prospectus also notes:

“We want to see vibrant, mixed-use, communities where people can live, work, and play for generations to come – communities which view themselves as the conservation areas of the future. Each will be holistically planned, self sustaining, and characterful.”

The principle of development at Wynyard has been consulted upon at various stages of Local Plan preparation and during preparation of the Wynyard Masterplan (2019). As the Garden Village evolves and individual planning applications come forward, further engagement will be undertaken with local residents and stakeholders. There would also be further community engagement in the future if the Council commenced an update to its Local Plan or any other development plan documents.

## 2.2 Wynyard Garden Village

Wynyard was designated as a Garden Village in January 2020 by the Ministry of Housing, Communities and Local Government’s Garden Communities Prospectus.

The Garden Village designation includes all of the land identified in the respective Stockton and Hartlepool Local Plans at Wynyard. It also includes the additional Homes England land at North Burn which is not presently allocated for development within the Hartlepool Local Plan, although it was previously allocated for employment uses in the in 2006 Hartlepool Local Plan. The allocation was not taken forward in the adopted Local Plan due to changes in the employment land requirements over the plan period and infrastructure requirements. The Garden Village status provides additional support to deliver the infrastructure needed to deliver the site. With the exception of the additional land at North Burn, the Garden Village boundary broadly follows the boundary of Wynyard in the respective Local Plans.

Inclusion of the additional land in the west woodland and at North Burn will assist Wynyard Garden Village in becoming a truly sustainable and self-sufficient garden village with a broad range of house types and tenures meeting all requirements of the market. This includes the provision of serviced self-build plots, family homes (including 2, 3, 4 and 5 bedroom properties), retirement living and affordable housing. This responds directly to the Garden Village principles and the objectives of the Local Plan.

The Garden Village designation seeks to facilitate the long-term development of approximately 3,100 additional homes over and above the existing Local Plan allocations and commitments. In total, the Garden Village is anticipated to deliver in the order of 6,800 homes. Comprehensive development of the garden village will secure a critical mass which further enhances the sustainability of Wynyard Garden Village by increasing the capacity of the area to support and sustain a wider range of facilities and services.

## 2.3 Wynyard Garden Village Extents

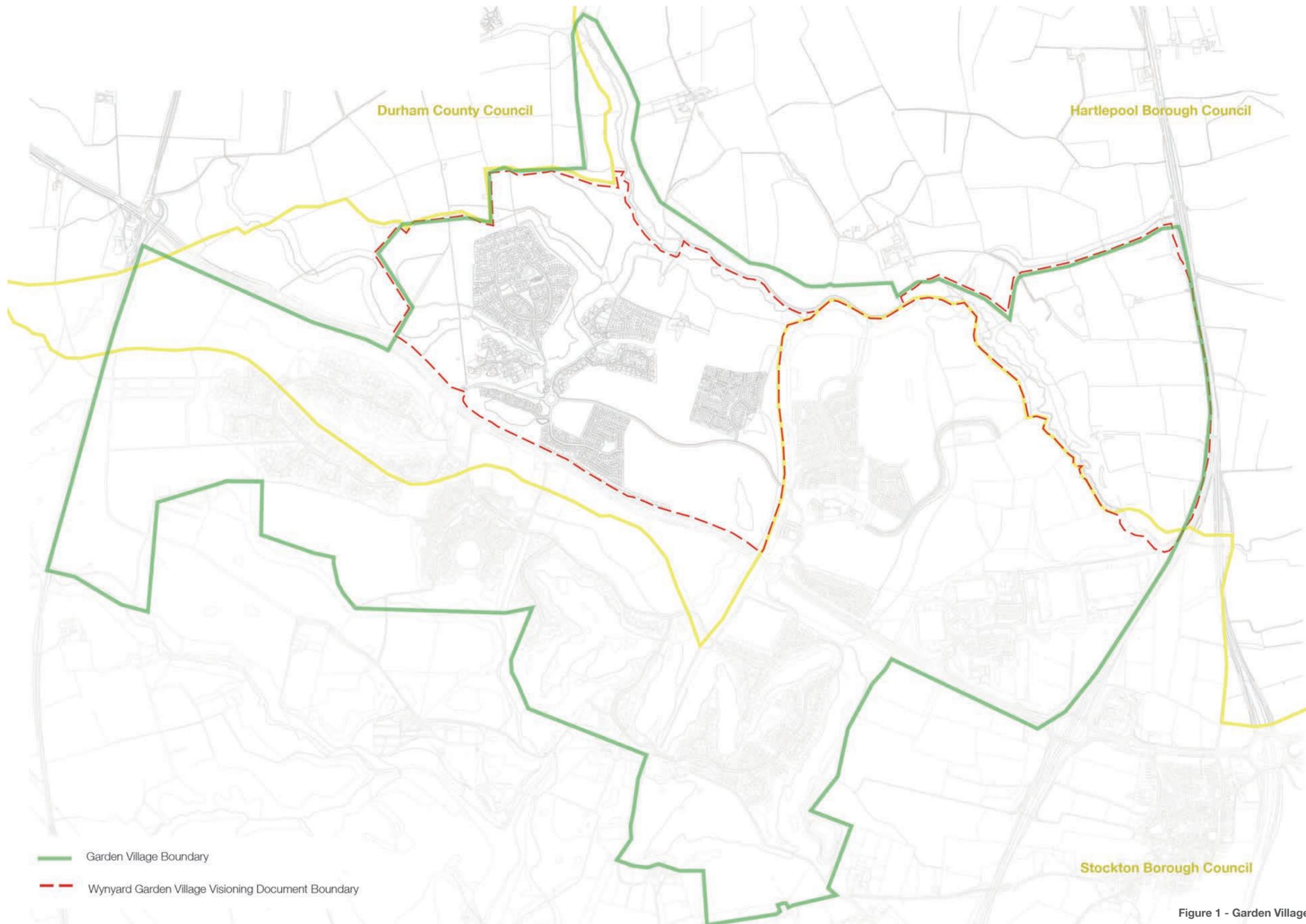
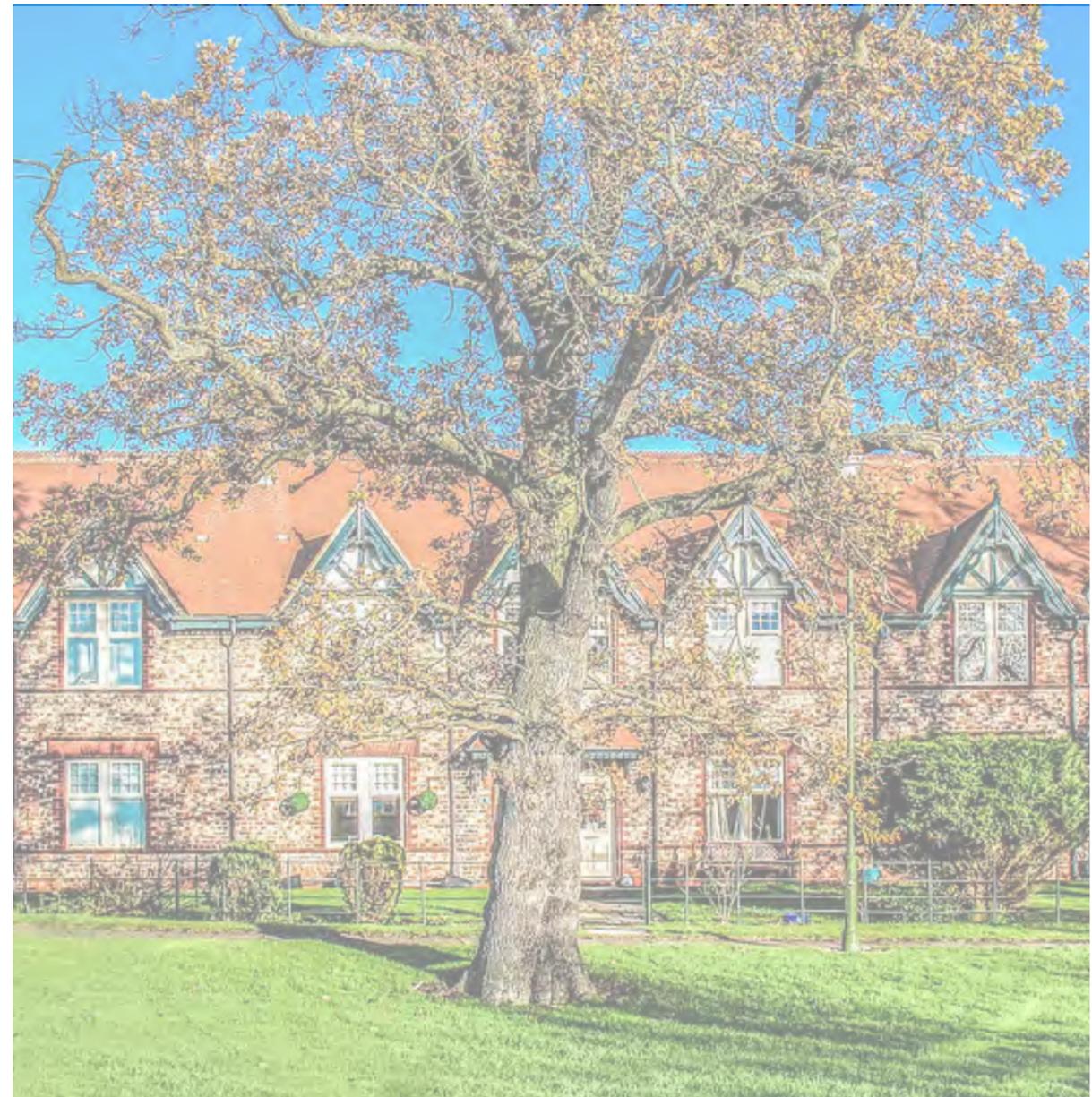


Figure 1 - Garden Village Boundary

## 3.0 Governance



### 3.1 Governance

The successful delivery of Wynyard as a Garden Village is reliant upon a clear governance structure. Recognising the different land ownerships across the site, and the differing aspirations of stakeholders, it will be important for there to be a clear governance structure to ensure the different elements are aligned and deliver upon the Garden Village principles. As the Garden Village grows and evolves into a self-sustaining settlement, a clear structure of governance will be important to securing meaningful community involvement and long-term stewardship of the area's unique and attractive environment and character.

A large amount of work is already on-going in this area, specifically collaboration between the principle landowners and Hartlepool Borough Council. This has involved a series of 'visioning workshops' and stakeholder consultation intended to consider the design and sustainability aspirations for delivery of the Garden Village which have evolved into this document.

Recognising the various land ownerships and local authorities involved in delivery of the Garden Village, a series of delivery and working groups should be established. It is expected groups will cover the following broad areas, including representatives of the landowners and local authorities as well as other interested groups as appropriate:

- A Garden Village Board;
- Garden Village Delivery Group;
- Lead Working Groups; and,
- Stakeholder and Community Forums.

The above governance structure is not fixed and is expected to evolve over the lifetime and delivery of the Garden Village project. Some groups may represent the wider Garden Village, extending into Stockton Borough Council, whilst others will focus on the delivery of elements covered within this Visioning document.

**Decision makers**

**Role:** Sign off and approval  
**Process:** To receive reports and briefing notes as required from Leadership to inform and make key decisions.

**Leadership**

**Role:** Strategic direction, overall owners of project and point of escalation re key issues. Receives regular updates from GVDG and provides gateway to formal approval process.  
**Process:** General engagement undertaken separately within each organisation. Meet as full group no more than quarterly or on ad hoc basis as required for points of strategic agreement.

**Strategy and oversight**

**Role:** Regular steering group with responsibility for project delivery, long term stewardship and project level decision making.  
**Process:** Meet monthly to quarterly to receive feedback from WMAWG

**Core Project Team**

**Role:** To co-ordinate tasks to be undertaken by project team. Identify options and issues for discussion by Garden Village Delivery Group.  
**Process:** Meeting up to bi-weekly.

**Thematic Work Streams**

**Role:** Established to enable detailed discussion and delivery re specific topics.  
**Process:** Scope of work streams managed by Lead Working Group and overseen by Garden Village Delivery Group. Direct reports and facilitation to Lead Working Group - or Landowner Group where specific commercial issues to be addressed, e.g. Legal Agreements.

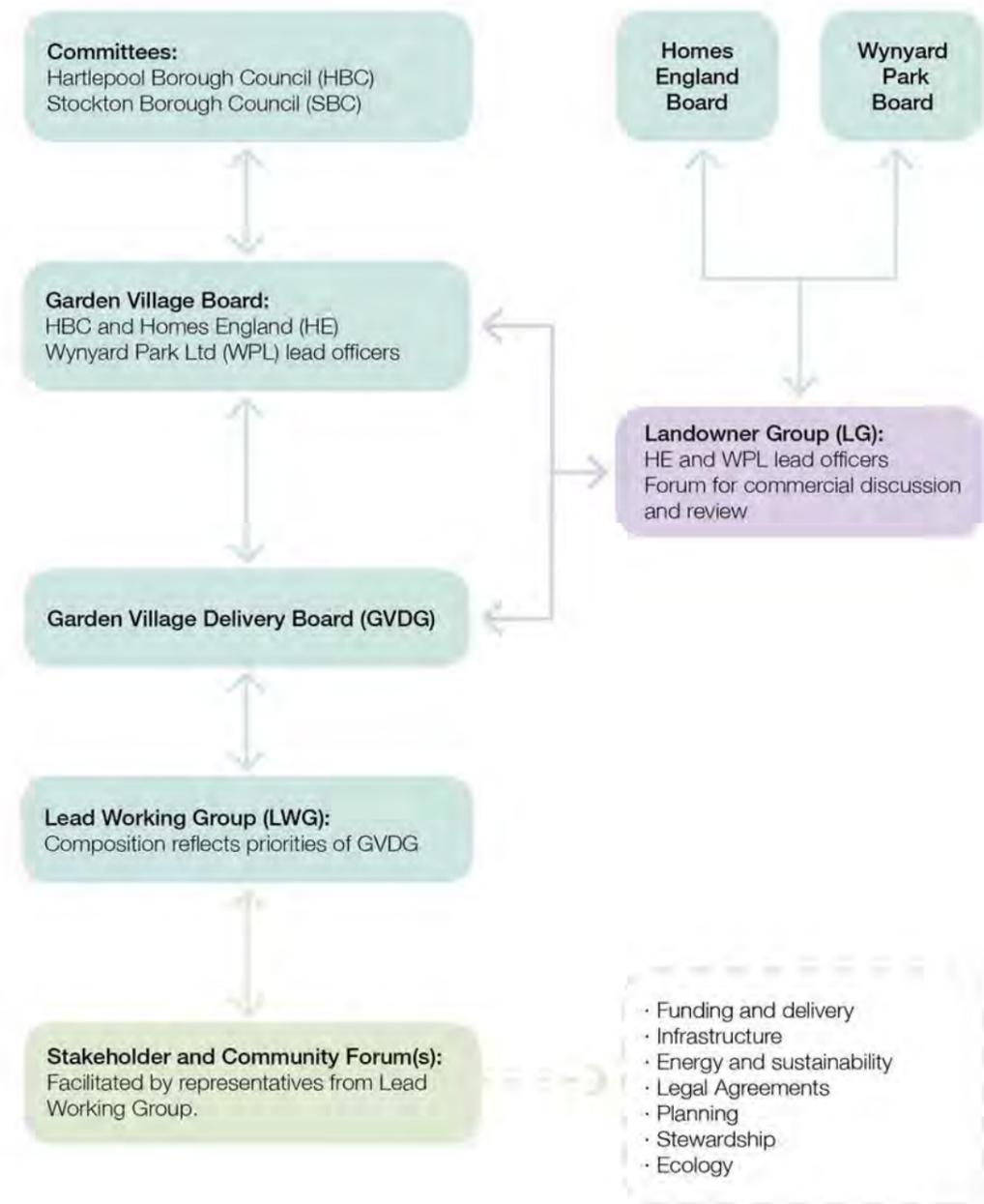


Figure 2 - Garden Village Governance Structure

## 4.0 Baseline Summary



## 4.1 Land Ownership

The area within the boundary of this Visioning document is broadly in the ownership of two landowners, providing certainty on the availability and deliverability of the site in line with the Garden Village principles.

In broad terms, the land north of the A689 and west of Wynyard Business Park is owned by Wynyard Park Limited (WPL), whilst the land north of North Burn is owned by Homes England.

The WPL site within the Visioning document is promoted solely by Wynyard Park. However, various parcels of land within this area have also been sold to individual developers, although Wynyard Park maintain overall control of the communal areas beyond the residential boundaries.

As a locally-led Garden Village, both landowners have worked with Hartlepool Borough Council and Stockton Borough Council on the delivery of the site as a Garden Village. A clear governance structure is being developed between the key stakeholders to ensure the site is delivered in line with the Garden Village principles.

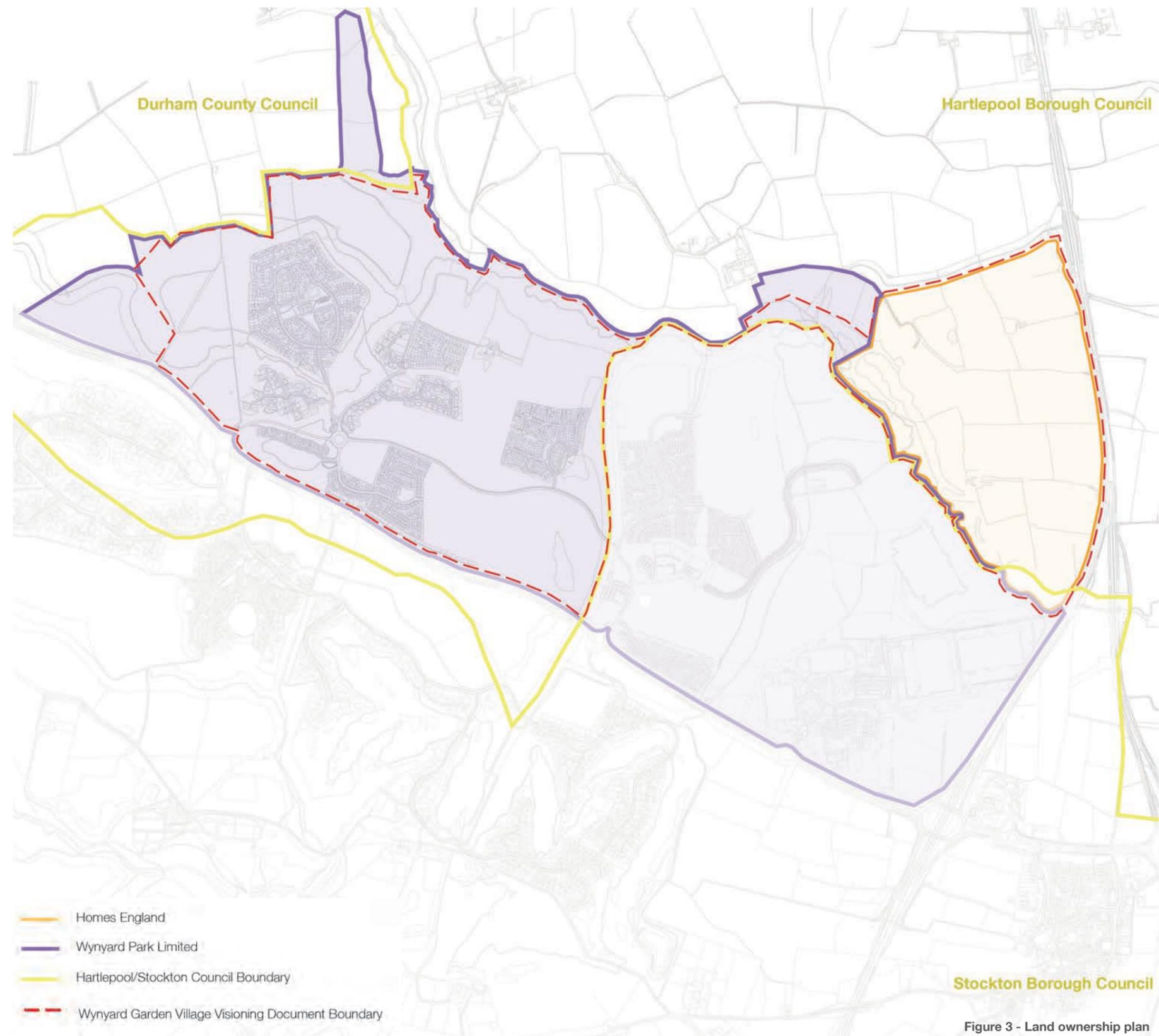


Figure 3 - Land ownership plan

## 4.2 Existing and Committed Access and Transport

### Highways Infrastructure

Wynyard Garden Village is situated to the west of the A19(T). With an originally programmed completion date in Spring 2022, National Highways (formerly Highways England) has completed a scheme, in the autumn of 2021, to upgrade a section of the A19(T) from two lanes to three, between Norton and Wynyard. The scheme aims to:

- Reduce congestion by increasing road capacity;
- Significantly reduce traffic noise;
- Help traffic joining or leaving the A19(T);
- Reduce delays and improve journey reliability;
- Maintain or replace existing footbridges and underpasses;
- Make journeys safer;
- Support economic growth through facilitation of developments in the Tees Valley; and
- Supporting the Government's initiative for growth in the northeast.

At Wynyard, the A19(T) forms a grade separated junction with the A689. The A689, which forms part of the Major Road Network (MRN), is an east-west link which connects the A1(M) and the A19(T) routes providing a connection between two key components of the highway network in the north-east of England, and a key connection into the Teesside urban conurbation.

Immediately to the west of the A19(T), there are three junctions on the A689 that are impacted by development at Wynyard; these are Wynyard Avenue; Hanzard Drive / The Wynd; and The Meadows / The Wynd, which has recently seen the completion of improvement works. Two other roundabouts to the east of the A19(T), the A689 / A1185 and Wynyard Services, are likely to form part of the mitigation proposals related to the proposed Hartlepool South West extension.

Within Wynyard Village, to the south, The Wynd provides the main distributor road with two further distributor roads (Wynyard Woods and Wellington Drive) forming junctions with The Wynd. To the north of the A689, The Meadows and Hanzard Drive provide access to residential development; it is intended that the estate roads within Wynyard Park will link residential development and provide a high-quality network for all road users.

If not addressed, road capacity issues along the A689 corridor will impact upon the delivery of the key housing and employment proposals in the Wynyard Garden Village area. Consequently, a road works scheme has been identified to improve the operation of the local road network. The proposals for the Wynyard Avenue and Hanzard Drive junctions with the A689 will see the existing roundabout junctions replaced by traffic signals which will increase

highway capacity and significantly improve road safety, especially for vulnerable road users. Further, the recently secured A19(T)/A689 junction improvement scheme will help to deliver all of the development associated with the Local Plan. Based upon the anticipated phasing of development, it is forecast to be required by 2025.

Additional road infrastructure, associated with the recent planning consent for the Amazon Fulfilment Centre, is also planned. These new roads through Wynyard will connect with Wynyard Avenue and Hanzard Drive.

### Sustainable Transport

Public transport connectivity is limited to the west of the A19(T). The nearest public transport services to Wynyard Garden Village are those which run through Sedgefield. However, these bus services do not connect with Wynyard Garden Village and bus stops en-route are located outside of the generally accepted walking distances. Planning permissions at Wynyard Park and at Wynyard Village did secure a shuttle bus service to and from the area for a duration of 5 years, facilitating connections to other bus routes and opportunities at Billingham District Centre, as well as rail services at Billingham Railway Station. Bus operators have previously indicated that services to Wynyard may become viable depending upon the quantum of development delivered, and the recent Amazon planning consent is anticipated to bring forward public transport measures comprising a demand-led bus service for employees.

A number of footpaths and public rights of way (PRoW) exist in the Wynyard area and a number of opportunities exist to better connect Wynyard Garden Village to this network whilst enhancing the internal connectivity within the settlement, including crossing points on the A689 and A19(T) which have been secured through planning consents, including:

- An at-grade 'TOUCAN' crossing facility over the A689 at its junction with The Wynd and The Meadows; and
- A grade separated crossing of the A689 via foot/cycleway bridge close to the junction of the A689 with The Wynd / Hanzard Drive; and
- A new pedestrian and cycle footbridge over the A19, to be delivered as part of the A19 / A689 junction improvements.

Existing PRoW, as well as connections which have been secured by existing planning permissions, include footpath links into the Castle Eden Walkway and Billingham, as well as a footbridge over the A689 connecting Wynyard Park to Wynyard Village. Future development at Wynyard Garden Village is also informed by the Council's published Wynyard Park Woodland Footpath Strategy.

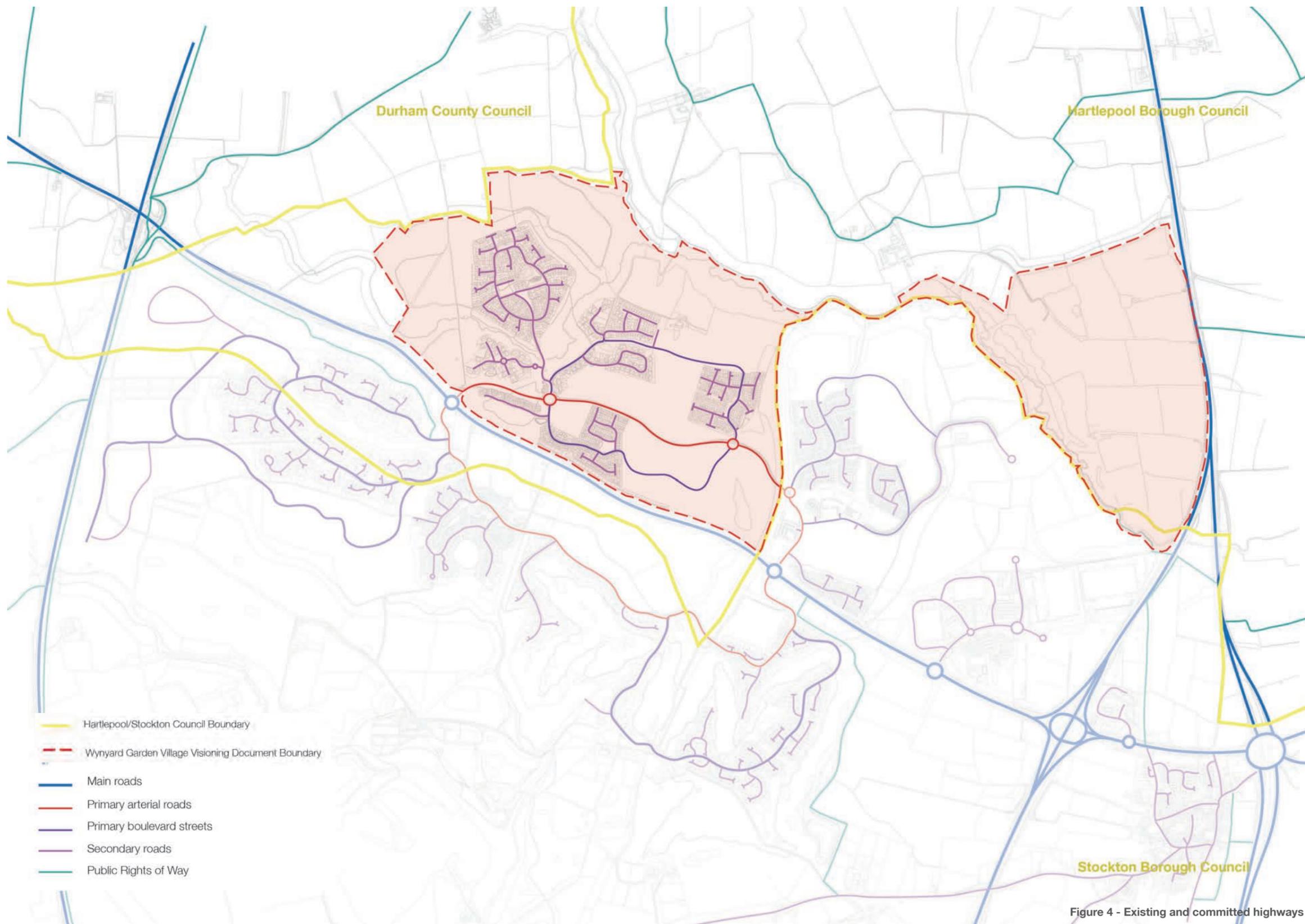


Figure 4 - Existing and committed highways plan

## 4.3 Existing Strategic Green Infrastructure

Wynyard Park has approximately 200 ha of woodland. Much of this is plantation woodland with more diverse species mix occurring along the valleys and water courses of Close Burn and North Burn.

A Landscape Character Assessment for the Borough of Stockton on Tees was produced in 2011 by WYG Environment, and the eastern part of the study area falls within the Wynyard Landscape Character Area as defined within that Assessment, of which one of the most relevant defining characteristics is “Woodland blocks broken up by rolling arable fields, with residential and industrial developments encroaching on the woodland plantations and rural landscape of the Landscape Character Area”. The study notes that the wooded nature of this LCA is atypical of the rest of the Borough and that views out of the LCA are relatively limited due to the enclosure created by the woodland which forms a relatively unified area.

The woodlands are generally accessible for walks via tracks and paths. More information is available in the Wynyard Park Woodland Footpath Strategy which should be considered in the preparation of detailed planning applications. In addition to the adopted Woodland Footpath Strategy, the Garden Village development provides further opportunities for additional and improved footpath connections throughout Wynyard Garden Village.

The existing green infrastructure provides valuable wildlife corridors through and around Wynyard Park with sections of the woodland habitat an important part of the local ecological network. The newer green connections integrate ponds and attenuation basins as part of a suds network that also provides value for biodiversity.

The northern and western woodland and landscape includes areas designated as:

- Ancient Woodland,
- Green Wedge,
- Local Wildlife and Geological Site, and
- Special Landscape Areas’.

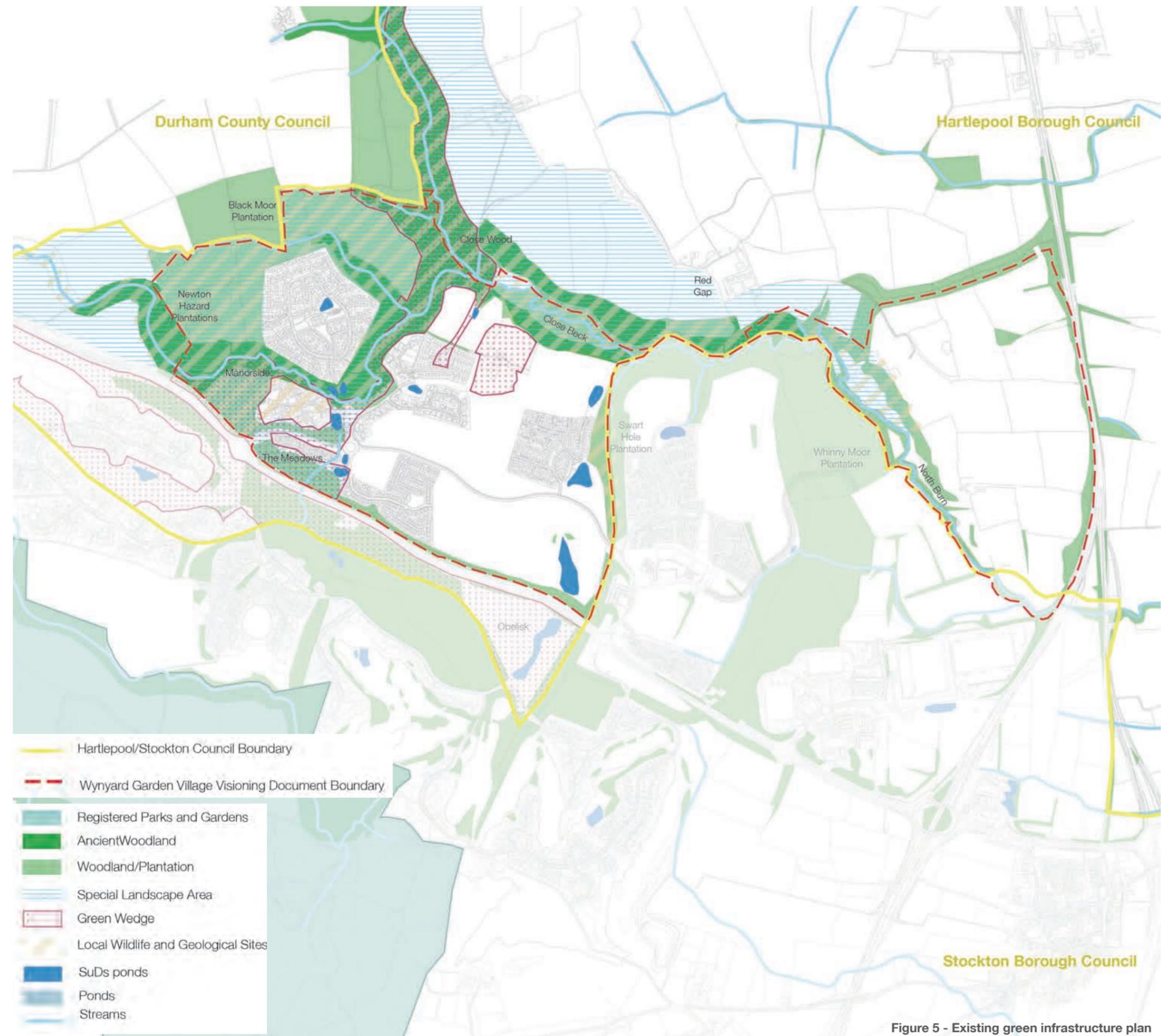


Figure 5 - Existing green infrastructure plan

## 4.4 Historic Environment

Within the Visioning Document area there are no listed buildings or conservation areas. Further afield, the Grade II listed Church of St Mary is located to the north west at Embleton, along with a series of listed buildings and structures around Wynyard Hall, to the south of the A689.

Within the North Burn site, the medieval farmstead and irregular open field system at High Burntoft Farm comprises a Scheduled Ancient Monument (list entry reference 1015207). The site was scheduled in 1996, reviewed in 2015, and extends to an area of approximately 12ha located in the north west part of the North Burn site.

The Scheduled Ancient Monument (SAM) limits the developable area of the North Burn site and development of the site will need to respond positively to the SAM as a constraint. However, development of the North Burn site does provide an opportunity to protect and manage the SAM positively, for the long-term, allowing it to be experienced by future residents of the development.

A positive approach to this part of the site will ensure the SAM remains accessible to the public, with defined walking routes and interpretation material around its boundary. The establishment of a local 'friends of' group should also be encouraged, ensuring the asset is fully understood by the new community and is managed for the lifetime of the development.

This Visioning document is informed by a Desk Based Assessment of the significance of the SAM, although future planning applications and more detailed masterplanning will require further assessment of the SAM. At this stage a buffer is shown on the Vision, with the exact extent to be agreed through further consultation with Historic England and Hartlepool Borough Council.

A further area of Archaeological Importance is identified within the existing development area owned by WPL. This area has previously been safeguarded from development as a medieval settlement of at least regional heritage importance. Further investigation would be required to establish the presence, or otherwise, of any well-preserved archaeological remains.

Section 6 of this Visioning Document establishes a series of high-level parameters for development around the SAM, including ensuring it remains accessible and the use of a buffer between the development and the SAM boundary.

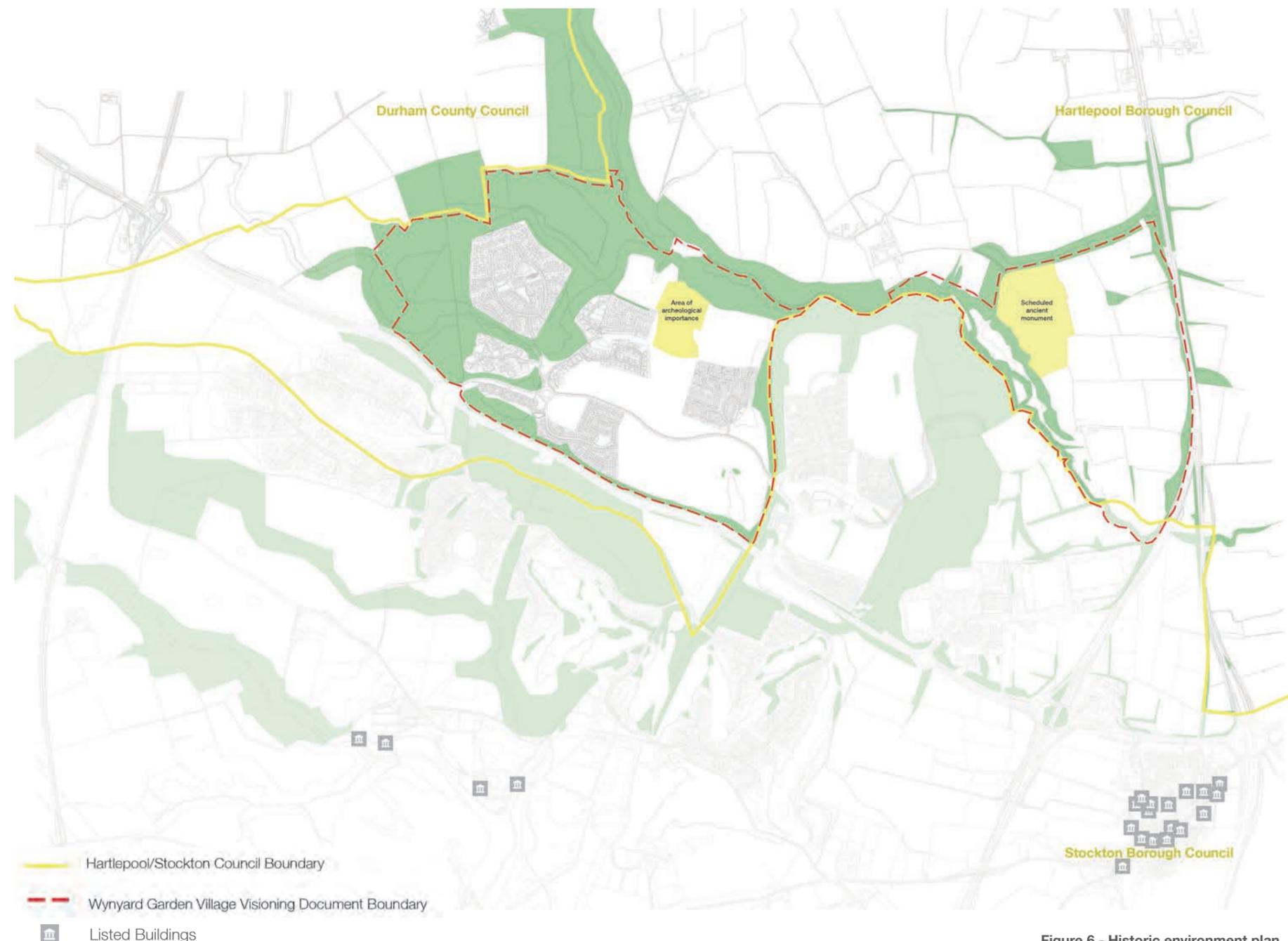


Figure 6 - Historic environment plan

## 4.5 Existing Community Services and Facilities

In assessing existing community services and facilities, the Department of Education set benchmark walking distances for schools (two miles walking distance for primary schools and three miles walking distance for secondary schools). The Department for Health identify a benchmark walking distance to GP and Dental surgeries of 3 miles.

Having regard to the extent of the Garden Village and the relationship between the different geographical areas, the accessibility of existing services and facilities is based on two separate points. One to the east which incorporates the land closest to the A19 (representing North Burn) and one further to the west, north of the A698 (representing the WPL development). Distances quoted in this baseline summary are taken from these nodes.

There are existing facilities located within benchmark walking distances of the Garden Village (some being within the garden village boundary), although there will be a requirement for additional facilities to be provided as part of the Garden Village development. Planning permission has recently been granted for a further local centre to be delivered within the Stockton Borough Council area to the north of the A689.

One doctors surgery is within acceptable distance of the wider Garden Village and none are within walking distance of the Visioning document area, to the north of the A689. Four dentist surgeries are within a 3-mile walking distance of the area covered by this Visioning document. Two of these are currently accepting NHS patients.

In terms of primary schools; the Wynyard C of E Primary School is within 2 miles walking distance, with a further school currently being planned for the WPL area of this Visioning document.

Funding has been secured to deliver the new primary school within the WPL land which will serve residents of the development in due course. It is expected the school will start a phased opening from the 2024 academic year.

One secondary school is identified to be within 3 miles of Wynyard Garden Village. The school currently has surplus pupil capacity.

Pupil yields from the Garden Village development will be monitored to understand the needs and triggers for additional educational facilities to be provided at Wynyard Garden Village. It is expected the North Burn site will include education provision.

The walking distances may change depending on the walking routes developed as part of the site development and implementation. However, the A19 and A689 are particular barriers in respect of attractive and safe walking routes to existing services and reliance on services and facilities some distance away, in Billingham or elsewhere, does not form part of the long-term strategy for the site.

Building upon the garden village principles and the justification for the designation of Wynyard as a garden village, delivery of Wynyard as a garden village will allow critical mass of development to be realised which can support a wide range of services and facilities. The expectation is that Wynyard will become a self-sufficient community, with access to jobs, services and facilities commensurate with the scale of development.

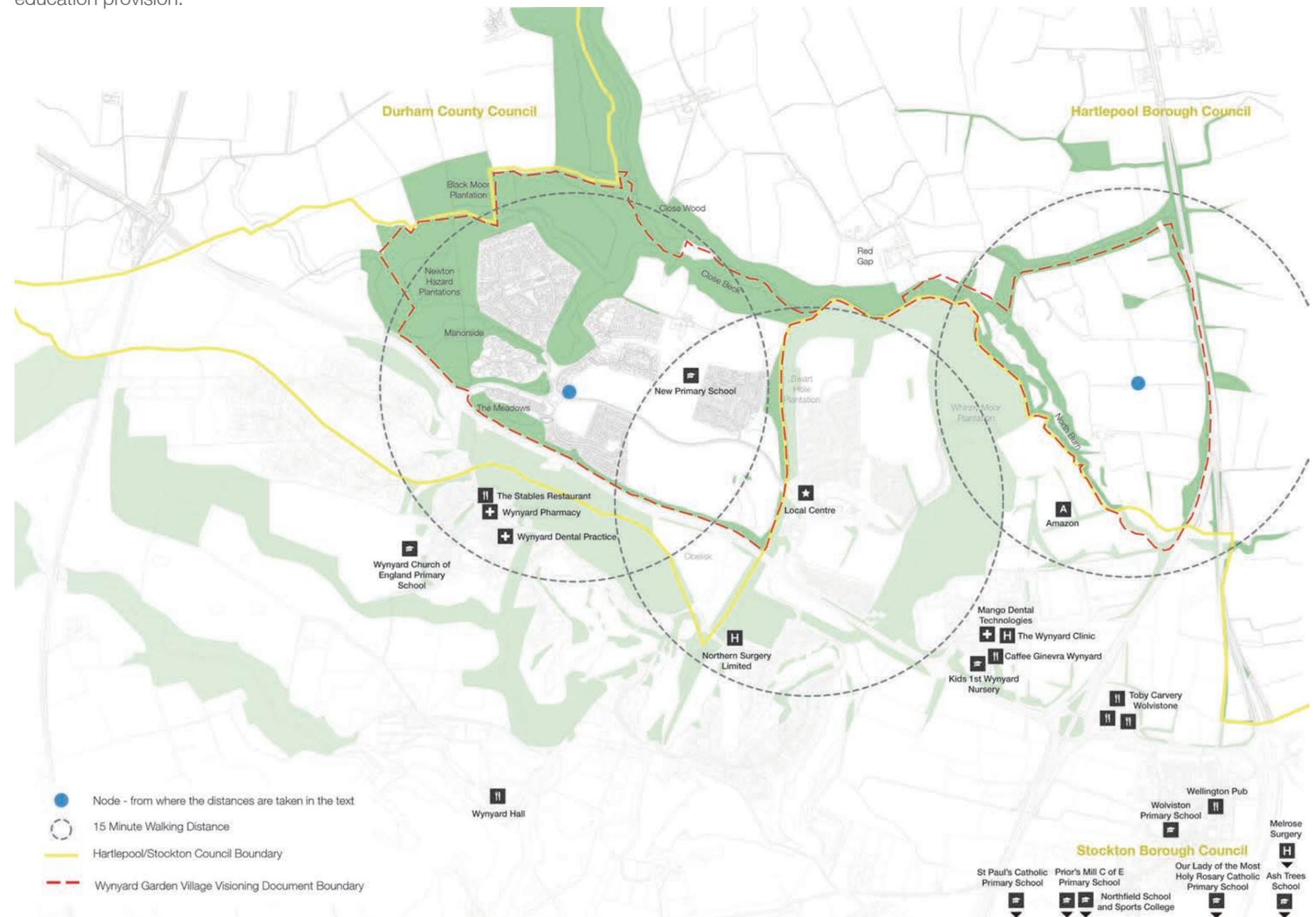


Figure 7 - Existing community facilities plan

## 4.6 Utilities, Drainage and Surface Water Management

### Gas

#### Cadent Gas

Cadent Gas (CG) own and operate, the national high-pressure gas network within the UK. The Cadent Gas (CG) record plan shows two national high pressure (NHP) gas mains, in close proximity to the site. Of note, a NHP gas main is located to the north, which crosses in an east to westerly direction; this is believed to be the 'Little Burdon to Billingham ICI' pipeline, a significant part of the gas transmission network which requires a 25m easement strip (12.5m either side). The site is also surrounded by a Health and Safety Executive consultation zones within which built development should be avoided. Developers looking to build near the pipeline are advised to refer to the following documents:

- Avoiding danger from underground services, Health and Safety Executive (2014); and
- Specification for safe working in the vicinity of National Grid high pressure gas pipelines and associated installations – requirements for third parties, National Grid (2014).

The second NHP gas main comes from the direction of the A19 (T) and heads east, where it crosses the site; its route then changes to a southern direction and crosses Hartlepool Road. It is understood that the pipeline requires the implementation of a 'Blast Pad' when traffic volumes reach a given trigger at its crossing point in Stockton-on-Tees.

#### Northern Gas Networks

Northern Gas Networks (NGN) own and operate the local gas network and are a gas transporter (GT) for the site. The NGN record plans show a network of intermediate pressure (IP), medium pressure (MP) and low pressure (LP) mains in close proximity to the site. Of note, there is an IP gas main that runs within the A19(T), beyond the eastern boundary of the site; this runs in a north to southerly direction. Furthermore, there is a network of MP gas main that emanate from Hartlepool Road to the south-east of the site. The NGN gas record plan confirms, however, that there is no apparatus present within the site itself.

Previous discussions with NGN have highlighted that there are no known network constraints that would prevent development coming forward.

#### GTC – Gas

GTC is an Independent Gas Transporter (IGT), that owns and operate embedded networks, which connect onto the GT's wider gas network. Of note, the GTC record plans show a network of MP and LP gas mains that supply new housing development. However, the GTC gas record plans confirm that there is no apparatus present within the site itself.

### Electricity

National Grid Electricity (NG) own and operate, the national electricity transmission network within the UK. Of note, there is an extra high voltage (EHV) 275kV/400kV overhead line (OHL), that is located east of the A19(T), to the south-east of Wynyard Farm. The NG electricity record plans confirm that there is no apparatus present within the site itself.

Northern Powergrid (NPG) own and operate the local transmission network and are the Distribution Network Operator (DNO), for the area around the site. The NPG electricity record plan shows an existing network of low voltage (LV), high voltage (HV) and extra high voltage (EHV) apparatus within and surrounding the proposed development site. The NPG record plans also show a primary substation on site called the Wynyard Primary Substation; this is believed to operate at 66kV/11kV. There is also an EHV OHL circuit that runs in a north to southern direction; this is shown to terminate at the Wynyard Primary substation.

The Wynyard Primary substation is assumed to be the supply point for a number of secondary substations. Of note, a number of HV and LV cables emanate from the Wynyard Primary substation; one HV circuit is shown to head in a south-eastern direction and another HV underground circuit is shown to head north and runs parallel to the EHV OHL. A third HV circuit is shown to head in a south-westerly direction before heading onto Hartlepool Road. The NPG record plans suggest that this HV circuit supplies Wynyard Business Park and new housing development.

Furthermore, a HV circuit is shown to run from Hartlepool Road, to the south of Wynyard Farm and continues north, within The Meadows. An HV OHL also bisects the site in a north to southern direction before heading towards Hartlepool Road. Additionally, a LV OHL runs in a south-west to north-east direction.

GTC is an Independent Network Operator (IDNO) that own and operate embedded networks which connect onto the DNO's wider electricity network. Of note, the GTC record plans show a network of HV and LV cables that supply new housing development in the area. A number of secondary substations are also shown within the GTC electricity record plans and these are assumed to be the point of supply for the new housing developments. However, the GTC electricity record plans confirm that there is no apparatus present within the site itself.

National Grid and Northern Powergrid have previously advised that they are not aware of any network constraints in the general Wynyard area that would prevent development coming forward.

### Fuel Pipeline Apparatus

#### Ineos Pipelines

The Ineos Pipelines record plans show a high-pressure ethylene pipeline which runs adjacent to the A19(T), beyond the southeastern boundary of the site; the pipeline is shown to run in a north to southerly direction. However, the record plans confirm that there is no apparatus present within the site itself.

### Telecommunications

#### BT/Openreach

The BT/Openreach (BT) record plans shows a network of overhead and underground infrastructure within and surrounding the site. The BT record plans show an overhead line (OHL) that comes from the north and then crosses the site. In addition, the BT record plans show a network of underground ducts within the A19(T). A cable is shown to spur from the A19(T) and heads west into the site. Of note, there is a network of underground cables and joint boxes, that have been installed to service new housing development.

#### Vodafone

The Vodafone records show an underground cable present within the A19(T). The cable is shown to spur from the A19(T) in a western direction and terminates at the employment site.

#### Virgin Media

The Virgin Media (VM) records show an underground cable present within the A19(T), beyond the eastern boundary of the site. Furthermore, the record plans show a network of underground cables, present within Hartlepool Road; of note, there is a VM network that supplies new housing development.

#### Zayo

The Zayo record plans show a cable within the footpath of Hartlepool Road, beyond the southern boundary of the site. Additionally, the Zayo record plans show a cable which runs in a north to southerly direction within the A19(T).

### Mains Water Supplies

#### Northumbrian Water

The Northumbrian Water (NW) clean water record plans show an existing network of clean water mains within Hartlepool Road. However, the plans confirm that there is no apparatus present within the site itself.

#### Hartlepool Water

The Hartlepool Water (HW) record plans show water mains within Hartlepool Road and the A19(T). It is anticipated that the 450mm water main, which spurs off Hartlepool Road, will be adequate to supply development; however, this is subject to the submission of a formal application to HW. Alternatively, there is an opportunity to engage with GTC to act as a self-lay provider for clean water supplies. Using GTC for new supplies would afford the potential for a multi-utility solution, with GTC acting as a one stop shop.

### Foul Water Sewers

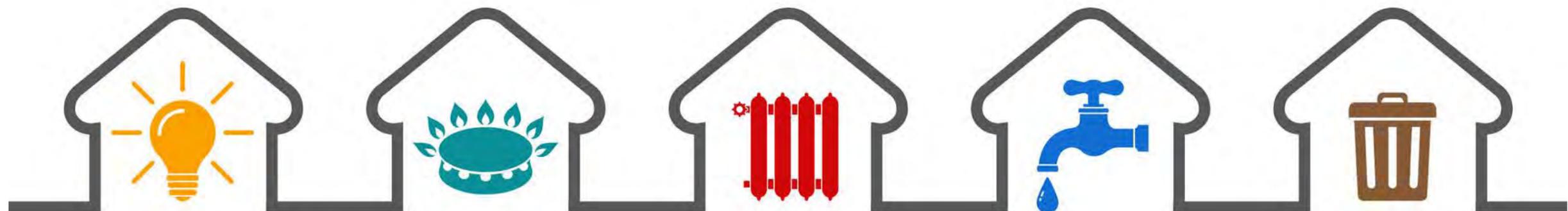
Northumbrian Water record plans have confirmed that there are foul sewers in the area, constructed to serve the ongoing development; the foul drains flow in an easterly direction, along the A689, before crossing the A19(T) and flowing towards the local Sewage Treatment Works. However, the sewers are designed with a capacity for approximately 2,200 homes.

### Flooding and Surface Water Management

There are a series of watercourses that flow through the area; these include Newton Hazard Beck and Close Beck which then become North Burn before passing under the A19(T) along the eastern boundary. In addition, there are unnamed minor watercourses in the form of small burns and streams which collect surface water runoff from the higher ground before discharging to these watercourses. The development envisaged in delivery of the Garden Village is not, however, situated within defined Flood Zones 2 and 3, with the exception being an access to 'The Pentagon' site which crosses a watercourse.

Northumbrian Water record plans have confirmed that there are surface water sewers within the area. Each surface water network appears to collect surface water from the developments and convey it directly to the watercourses in the area following suitable treatment and attenuation. Wynyard Park has a series of sustainable urban drainage systems (SuDS) to manage surface water runoff, these include:

- Below-ground storage such as concrete tanks, geocellular storage, and oversized pipes that provide attenuation for surface water for up to a 1 in 30-year rainfall event;
- Various SUDs techniques such as dry basins, swales, ponds, filter trenches which are landscaped depressions that fill providing attenuation for surface water runoff during a rainfall event up to and including a 100-year event plus 40% climate change.



## 5.0 Infrastructure Requirements



## 5.1 Highways and Transport Infrastructure

### Highways and transport infrastructure

The planned growth in the Wynyard Garden Village area has been the subject of significant transport modelling over a number of years; the modelling has considered recently completed, planned and emerging road improvement schemes as well as emerging development proposals. In each case, the modelling has identified the significant opportunities for development that new infrastructure can facilitate. The 2013 modelling exercise informed the determination of planning applications across both boroughs during 2013/2014; the 2017 iteration informed the allocation of housing and concluded that the delivery of Local Plan allocations at Wynyard, along with the South West Hartlepool Urban Extension, could be facilitated through improvements to the A19(T)/A689 junction. Further modelling in 2020 concluded that, of the 4,415 new homes associated with the Local Plan allocations, 2,088 could be occupied prior to the implementation of the improvements to the A19(T)/A689 junction; the occupation of 2,088 new homes is anticipated to occur in 2024, hence, through modelling, the improvement to the A19(T)/A689 junction were identified to be required by 2024.

### Improvements to A689 junctions

The 2013/2014 highway capacity modelling identified that the delivery of 1,200 homes in the Wynyard area, as well as development of the Hartlepool South West extension could proceed with improvements to junctions on the A689. Works to improve The Meadows and The Wynd junction, the Hanzard Drive and The Wynd junction, and the Wynyard Avenue junction were subsequently secured through Section 106 Agreements. The improvements to The Meadows and The Wynd junction include an at grade, signal controlled (TOUCAN) pedestrian crossing which provides a north/south link. Planning obligations have been drafted such that these works are delivered by developers, via Section 278 Agreements, in a phased manner with appropriate development triggers.

The improvements at the A19(T)/A689 grade-separated junction will facilitate the delivery of the Local Plan allocations at Wynyard; the identified mitigation scheme will see improvements to increase capacity and to provide sustainable linkages. The existing circulatory carriageway will be widened to three lanes and the existing footway will be routed via a footway/cycleway bridge over the A19(T), to the north of the junction.

In 2021, a joint National Highways, Homes England and Wynyard Park study considered the traffic implications of further residential development beyond that already allocated. The study concluded that, with the A19(T)/A689 improvements in place, the traffic movements associated with an additional 900 new homes can be accommodated on to the road network. Beyond that, additional highway infrastructure would be required to facilitate the development opportunities at Wynyard Garden Village; hence a new high capacity route from the east, into Wynyard Park, is being considered.

The alignment of this new road would route from the A689 Wolviston roundabout towards the A19(T) and on into North Burn. As it routes west, it would connect with the existing A19(T) off-slip road and will cross the A19(T) via an overbridge or underpass; an indicative corridor is shown in Figure 10. The new road will be adopted by the local highway authorities; hence, a section of the A19(T) will be 'de-trunked' and will cease to be SRN. Deliverability of this as an option remains subject to preliminary and detailed design processes and continued consultation with National Highways.

### Internal Vehicle Movement

New development will require an internal road network that provides safe and satisfactory access for all new development to a standard that can be adopted by the relevant Highway Authority. Of key importance is the delivery of primary arterial routes that link the separate developments in to a single community, in particular the link connecting existing development at the west of Wynyard Park (Hartlepool Borough) to new homes to the east (Stockton-on-Tees Borough) and North Burn.

Section 6 sets out how the movement of vehicles will be incorporated alongside green infrastructure and place making considerations.

### Sustainable Transportation

The garden village status will support the accelerated delivery of high-quality infrastructure. The ambition, therefore, is to deliver an easily accessible, affordable public transport system linking the new Garden Village with Hartlepool and Stockton-on-Tees. As the settlement grows the Councils will work with Developers and public transport providers to understand the feasibility of further improving and operating bus services to the Wynyard Garden Village area.

The garden village will also see walking, cycling and the public transport infrastructure designed and integrated into the development to ensure that these are the most attractive modes. High quality footpath and cycleway infrastructure be provided to ensure that the Wynyard Garden Village area is sustainably connected to other settlements; in this regard, significant opportunities already exist for the expansion of the footpath and cycleway networks, with opportunities to also enhance green infrastructure. For example, in addition to the footway/cycleway bridge at the A19(T)/A689 junction, existing planning permissions will secure a bridge over the A689 to provide a segregated footway/cycleway which will connect Wynyard Park and Wynyard Village. Nonetheless, to deliver the vision of a sustainable settlement, it is recognised that further improvements to secure access to surrounding infrastructure to the south, west and east, in particular, will also be needed, including:

- East to west connectivity within the settlement providing connections to the new footway and cycleway at the A19(T)/A689 interchange;
- Woodland footpaths connecting Wynyard Park to the surrounding woodland and beyond to the PRow network, as well as committed connections between Wynyard Village to the Castle Eden Walkway and Wynyard Woodland Park;
- Improvements to the PRow network to the north of Wynyard, and to the east to provide footway / cycleway link to Billingham.

## 5.2 Green Infrastructure

### Biodiversity Net Gain

Existing Local Plan policy in Hartlepool requires development proposals to demonstrate ‘no net loss’ to biodiversity as part of major development proposals (Policy NE1).

National policy sets out that planning should provide biodiversity net gains. National Planning Policy Framework (NPPF) Paragraphs 174(d), 179(b) and 180(d) refer to this policy requirement with further advice contained with the Planning Practice Guidance (PPG) on how this could be achieved. The principle of delivering net gain is also referred to in the National Infrastructure Commission’s Design Principles, National Policy Statements and the National design guide.

The Government’s 25 Year Environment Plan sets out the aspiration to mainstream biodiversity net gain in the planning system and move towards approaches that integrate natural capital benefits.

Within the North Burn site to the east of the Garden Village there are opportunities to provide BNG as part of the public open space and wildlife corridor along the A19 buffer zone.

### Mandatory BNG and the Environment Act

The Government announced it would mandate net gains for biodiversity in the Environment Bill in the 2019 Spring Statement. This followed a consultation on net gain from December 2018. Defra’s response to the consultation was published in July 2019. An impact assessment on biodiversity net gain and Local Nature Recovery Strategies was published in late 2019.

The Environment Act gained Royal Assent in November 2021, providing the framework for the government to mandate on the need for biodiversity net gain. Whilst secondary legislation is requirement to make biodiversity net gain a mandatory requirement, the following elements are expected to become a legal requirement during the delivery of the Garden Village:

- Minimum 10% biodiversity net gain required calculated using Biodiversity Metric & approval of net gain plan
- Habitat secured for at least 30 years via obligations/ conservation covenant

- Habitat can be delivered on-site, off-site or via statutory biodiversity credits
- There will be a national register for net gain delivery sites
- The mitigation hierarchy still applies, comprising avoidance, mitigation and compensation for biodiversity loss
- Will also apply to Nationally Significant Infrastructure Projects (NSIPs)
- Does not apply to marine development
- Does not change existing legal environmental and wildlife protections

It is therefore expected that development proposals will address the requirements and expectations of BNG insofar as they are relevant at the time of any planning application.

### Open space provision

Open space provision associated with the new housing allocations should take into consideration the rural location, access to and proximity of adjacent green space and woodlands.

The Fields in Trust Guidance for Outdoor Sports and Play gives an indication on the type and quantity of provision required per population, and the distance from homes. This will help to guide the open space provision for future developments which would be agreed with the local authorities.

### Sport Provision

There may be additional sports provision needs associated with the additional housing supply and further discussion will need to agree this requirement with Sport England. Additional playing fields could be associated with an educational site.

### Sustainable drainage

Sustainable drainage systems can be integrated to the green space to provide ponds, wetland swales and attenuation basins that offer opportunities to create biodiversity enhancements and an attractive landscape.

### Woodland

The woodlands provide a valuable asset to Wynyard, contributing to its landscape character, biodiversity value and creating places for leisure walks and fitness trails. A number of these are offered heightened protection through their designations, which include; Ancient Woodland, Local Wildlife Site, Special Landscape Area, and Green Wedge status. In some locations new development may need to provide suitable offset buffers to protect these areas and potential compensatory provision. The specific approach to securing this will need to be agreed with the local authority along with any potential mitigation where tree removal is sought.

### Hedgerows

The existing hedgerows are a priority habitat and should therefore be retained wherever possible. These could be enhanced with new planting in areas to improve their value for wildlife. New species rich hedge planting would be beneficial along wildlife corridors.

### Habitat connections

Wherever possible, new development should consider opportunities to provide green infrastructure that connects existing and new wildlife areas.



Fitness routes



Access to the woodlands



Play provision

## 5.3 Utilities, Drainage and Surface Water Management

### Electricity

The electricity network appears to be relatively mature with a HV and LV network present within close proximity to the site. There is the existing Wynyard Primary Substation, owned by Northern Powergrid (NPG); however, it is envisaged that the Garden Village will require an onsite primary substation to distribute supplies throughout the site. NPG will be engaged to establish what residual capacity the Wynyard Primary Substation has. In tandem, GTC will be engaged to identify any spare capacity in its network.

With regards to the overhead line (OHL) apparatus, confirmation that these supply customers beyond the Garden Village will need to be sought. If confirmed, these OHL's would need to be retained either within their current configuration or diverted underground, as required. Any diversion of cables would be subject to obtaining the necessary wayleaves and consents, prior to any NGN apparatus being energised.

### Gas

New development in the Wynyard Garden Village is likely to include a gas transmission system provided by Independent Gas Transporters and funded by the cost of the development. This will be required to connect to the network operated by Northern Gas Networks with reasonable costs funded by the developer. Northern Gas Networks operate a mature network of Intermediate pressure (IP) and medium pressure (MP) gas mains in close proximity to the site; it is envisaged that a connection could be made to the MP gas network in Hartlepool Road. Should the connection be to a MP gas main, then an onsite gas governor, with permanent vehicular access, will need to be installed to regulate the gas pressures from MP to LP. In addition, GTC will be engaged with a view to realising a multiutility, 'one-stop-shop' solution.

The NHP gas main is unlikely to be affected by the Garden Village and will be left in-situ. However, the NHP will typically have easements and building proximity distances that will need to be respected; these 'stand-offs' will be confirmed with Cadent Gas. The Health & Safety

Executive (HSE) class the NHP gas main as a major accident hazard pipeline (MAHP) due to the high pressures being conveyed through the gas main. The HSE has a sensitivity matrix known as PADHI guidance which outlines what type of development is permissible within proximity to the gas mains. HSE will be engaged to establish the PADHI guidance for the NHP.

Landowners and developers will also consult with the Stockton-on-Tees Borough Council's Planning Officers to confirm the agreed triggers for the implementation of a 'Blast Pad' relative to the Cadent pipeline, and the potential for appropriate mitigation.

### Telecommunications

The Councils support the expansion of communications networks alongside new development at Wynyard Garden Village, especially where proposals provide opportunities to address gaps in existing coverage. Consequently, proposals for new development will need to demonstrate how the scheme will contribute to and be compatible with local fibre and internet connectivity. The site and its surrounds are well served by telecommunications infrastructure; having BT/Openreach, Zayo, Virgin Media and Vodafone all in close proximity. Consequently, super-fast broadband provision should be readily facilitated.

Where gaps in high speed broadband are identified, the Councils and landowners will, where possible, seek to influence providers to secure new service connections and continue to work alongside other local authorities in Tees Valley to secure available funding for infrastructure improvement.

The BT/Openreach (BT) record plans received indicate that OHL and underground cables route through the site. BT will be engaged to establish if this apparatus supplies customers beyond the Garden Village site and, this being the case, subject to the final arrangement, a diverted route may need to be provided.

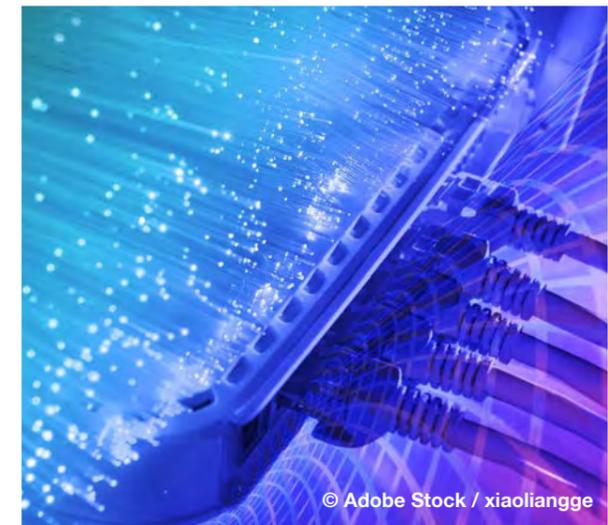
### Mains Water Supplies

It is anticipated that the 450mm water main, that spurs off Hartlepool Road, will provide an adequate supply; however, this is subject to the submission of a formal application to Hartlepool Water. Alternatively, GTC may be engaged to act as a self-lay provider for clean water supplies; as a 'one stop shop' this would mean that multiple parties would not be engaged for the installation of multiple services.

Typically, water mains greater than 300mm have a 12m (6m each side of the centreline) protection zone and water mains up to 300mm have a 6m (3m each side of the centreline) protection zone; this will be confirmed with HW through formal engagement. The protection zone is required to safeguard dwellings from damage caused by a burst main as well as allowing access for plant, machinery and fencing that may be required for repair and maintenance purposes.

### Foul Water Sewers

Whilst sites at Wynyard Garden Village can connect to the existing foul network, Northumbrian Water has confirmed that, although there is capacity within the local treatment works, the foul network within the village has capacity to serve a total of only 2,200 residential units (approximately). Hence, additional development, over and above this number, will require a separate connection to the public sewers further downstream, likely located near to the A19(T). Discussions with Northumbrian Water have confirmed that a connection to the 1,200mm public sewer at Manhole 7301, which is located immediately upstream and to the west of the A19(T), is possible; otherwise, there will be a need to cross the A19(T) to connect to manhole 8201. Further, due to the existing topography and the location of the public sewers, it is likely that pumping stations will be required.



### Flooding and Surface Water Management

Flood Risk Assessments (FRA) will be required for each site taken forward to accurately assess and confirm all potential sources of flood risk, in accordance with planning policies. The development envisaged must not, nonetheless, increase the risk of surface water run-off from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the proposed development or existing surface water / groundwater issues on the site must be alleviated by the installation of sustainable drainage system within the site.

Several SuDS features have already been built or are proposed within new developments in Wynyard Park and Wynyard Village. Notwithstanding this infrastructure, a detailed Surface Water Drainage Strategy is required for development at Wynyard Park, and this should consider the existing surface water features. The strategy should be agreed by the Councils in their role as Lead Local Flood Authority and should:

- Be agreed with Northumbrian Water Limited and any other relevant service provider;
- Take a strategic approach to SuDS across the whole of the site, rather than individual phases of development;
- Assess a range of issues that include natural flow paths, ecology, multi-functional space, water quality, treatment trains, management;
- Identify the best surface water solution that will manage flood risk, improve water quality, and identify the location of the system within the development;
- Be used to inform the final development layout;
- Include details of how surface water run-off is to be managed during each phase and following completion;
- Ensure that identified flooding problems elsewhere in the area are not exacerbated by using greenfield surface water runoff rates agreed with the Lead Local Flood Authority;
- Ensure existing flows from upstream catchments that are intercepted or affected by the development must be maintained through the proposed development site;

- Ensure that SuDS features are designed to integrate into the landscape of the development and provide amenity and ecological benefits as well as flood storage;
- Ponds and swales should be integrated into green corridors linking through the development, providing attractive recreational routes.

Further, before the commencement of any phase of the development:

- A detailed management/maintenance document must be agreed with the Lead Local Flood Authority before the commencement of any phase of development is required; and
- A build programme should be provided outlining the delivery of the required infrastructure to ensure sufficient surface water infrastructure is in place before above ground construction commences.



Swales and basins



Natural ditches and streams



Ponds

## 5.4 Education and Community Facilities

As part of a liveable and sustainable community, there is likely to be a requirement to provide primary school facilities on both the WPL and Homes England sites as part of their development. Proposals are currently being developed for a two-form entry primary school at a central location within the WPL site, with funding having been secured for its delivery. It is expected this will open in the 2023/24 academic year.

The size and location of a primary school within the North Burn site should be agreed with the local education authority as part of the next stage of Visioning document development, having regard to the extent and phasing of residential development, as well as capacity in other schools in the area. It will be important to ensure additional school capacity is not delivered before sufficient homes have been built, to ensure it does not attract pupils from beyond catchment and is sustainable from the day of opening. Sufficient land should be retained to allow for up to a two-form entry primary school to be delivered at North Burn.

The Council will continue to monitor growth of the Garden Village and pupil numbers on-site to inform the need for additional secondary school provision.

Responding to the vision of creating a sustainable and liveable community, school provision should be located to maximise the opportunity for walking and cycling on safe routes. Consideration should also be given to clustering community facilities to ensure maximum accessibility and reduce the need for private car journeys between facilities.



## 6.0 The Vision



## 6.1 Parameters

The following parameters have been prepared to reflect new guidance and opportunities that have emerged since the adoption of the Hartlepool Local Plan. In particular, the parameters are now more closely aligned with the Garden Village principles and acknowledge the aspirations of Building for a Healthy Life (and its predecessor, Building for Life 12) as set out in Hartlepool Borough Council's Residential Design SPD (2019). These are high level parameters that set a broad framework for the direction of travel on the relevant issues set out below as the development proposals at Wynyard Garden Village evolve.

### Fixes and Flexes

The fixes and flexes set out here build upon the aspirations of the fixes and flexes within the 2019 Masterplan. These establish the fixes, which are fundamental elements of the site's delivery and, those elements that are expected to be delivered but there is flexibility in how and where they are secured.

### Fixes

The level of housing, services and facilities, open space, sports provision and education to reflect the needs of the Garden Village designation:

- Garden Village principles, as reflected in the ten key qualities embedded in the Garden Communities Prospectus and outlined in Section 2;
- Establishment of a clear stewardship arrangement to ensure the long-term success of the garden village for future generations;
- Existing built development (homes, road layout, services and infrastructure);
- Extant planning permissions
- Location of heritage assets
- Primary Vehicular Movement, along with the principles of Secondary Vehicular Movement.

### Flexes

Creation of Integrated Neighbourhoods:

- Enabling the creation of natural connections.
- Enhanced opportunities for walking, cycling and public transport.
- Provision of facilities and services.
- Providing a variety of homes.

Creation of distinctive places:

- Capitalising on the existing opportunities provided on the site and its surrounding area.
- Building upon the already successful Design Code prepared by WPL to ensure a consistent approach to design across the

Garden Village, whilst remaining sufficiently flexible to allow delivery of different character areas across the Garden Village;

- Creating an area with memorable character.
- Providing well defined streets and spaces.
- Creating an area that is easy to navigate around and encourages natural circulation.

Provision of streets for all:

- Providing healthy streets.
- Ensuring an appropriate balance between car and cycle parking, reflecting the need to provide appropriate levels of both.
- Providing green and blue infrastructure.

### Density

There are no prescribed density targets within the Local Plan policy with reliance instead on identifying the total capacity for new homes in each development parcel. Notwithstanding this, the design philosophy remains to create a place that meshes and interacts with the adjacent residential areas both socially and physically, in order to create a sustainable living environment. Development of the site should provide a variety of densities and house types, encouraging the delivery of a truly sustainable and mixed community across the Garden Village. As such, the following parameters have been created:

- The density of proposals will be a function of their design and, as such, it is not proposed to be prescriptive in respect of density.
- The application of the identified high-level parameters will enable high quality development proposals that reflect the rural location of Wynyard Garden Village to be developed. As such, the proposals should, by reflecting these parameters, come forward at an appropriate density.



### Woodland Parameters

The following parameter will enable the effective protection of the existing green infrastructure within Wynyard Park, and create opportunities for woodlands to be incorporated into the development proposals.

- An appropriate woodland buffer and compensatory provision, compliant with the relevant adopted local planning policy at that point in time, will form part of the detailed proposals as they come forward. This will be agreed with relevant consultees, including the Forestry Commission and local planning authority.

### Heritage Parameters

The following key principles will be applied in order to ensure heritage assets are appropriately assimilated into the development:

- An appropriate buffer that reflects policy requirements will be retained around key identified heritage assets, informed by detailed analysis of those assets;
- The development will seek to maximise opportunities to protect and enhance identified heritage assets; and,
- Opportunities to provide additional open space within buffer zones will be investigated as part of the design process; in line with the broader aim of ensuring that heritage assets remain accessible to the public.

### Open Space

The provision of open space is key to creating a balanced environment and will be based around the following parameters:

- Open space provision should reflect the rural location of Wynyard Park, while aiming to maximise access to the adjacent green space and woodlands;
- The creation of open space should consider proximity to existing green space and woodlands;
- Open space provision should reflect relevant policy guidance in respect of ensuring that (a) an appropriate mix of typologies and quantity of open space are provided, and (b) open space is provided within the appropriate distance of homes.

### Play Provision

In order to create an environment that offers opportunities for both formal and informal play, the following parameters will be applied:

- The majority of play areas are to be located adjoining or associated with the urban park and other amenity green spaces to be provided;
- Play facilities should serve young people of all ages;
- Development sites to provide play areas in line with the relevant planning policy requirements.

### Biodiversity

Biodiversity Net Gain (BNG) is an approach that aims to leave the natural environment in a measurably better state than beforehand, secured by the Environment Act (2021). As such, the following parameters will apply to BNG:

- The proposals will comply with relevant national and local planning policy requirements at the time of submission in respect of meeting the relevant minimum percentage enhancement requirement for BNG; and,
- The proposals will identify appropriate opportunities within the site for BNG to be provided.

Development proposals which affect existing biodiversity designations (including Local Wildlife Sites, Ancient Woodland etc) will need to be supported by sufficient evidence to demonstrate their suitability and follow the prevailing national and local development plan policy requirements.

### Hedgerows

The importance of hedgerows as a feature that reflects the rural location of Wynyard Garden Village is acknowledged. Existing hedgerows have a biodiversity significance, as well as a heritage significance. As such, the following parameters will be applied:

- Existing hedgerows to be retained and incorporated into development proposals where possible; and,
- Opportunities to provide new species rich hedgerows to be investigated within development proposals in order to both increase provision and assist in providing additional biodiversity enhancement.



## 6.2 Land Use

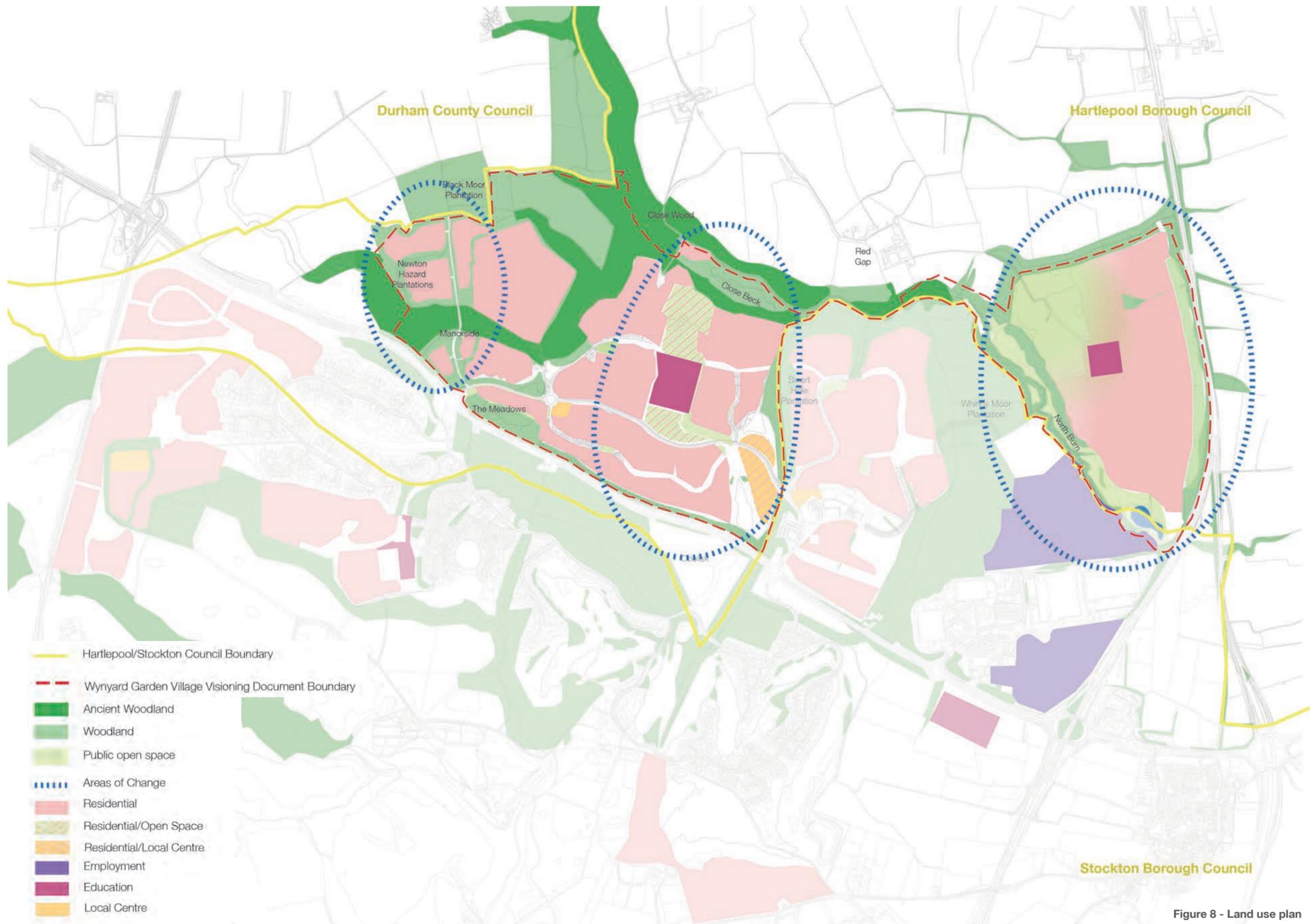


Figure 8 - Land use plan

## 6.3 Strategic Green Infrastructure

Delivery of successful green infrastructure is a key component of the Vision for the Garden Village. Detailed development proposals will be able to demonstrate how they create opportunities for green infrastructure and connect with existing green infrastructure and ecological networks.

Green infrastructure includes a broad range of features which could be designed into development proposals. This could include features, such as parks, gardens, green spaces, green roofs, green walls, street trees, verges along roads, meadows, and wetlands, amongst other things.

In principle, green infrastructure is considered to adopt the following characteristics:

- Is a network, not just a single site;
- Operates at a range of different scales, for example from hedgerow to floodplain; and
- Is multi-functional – it is designed and managed to provide a range of different benefits simultaneously.

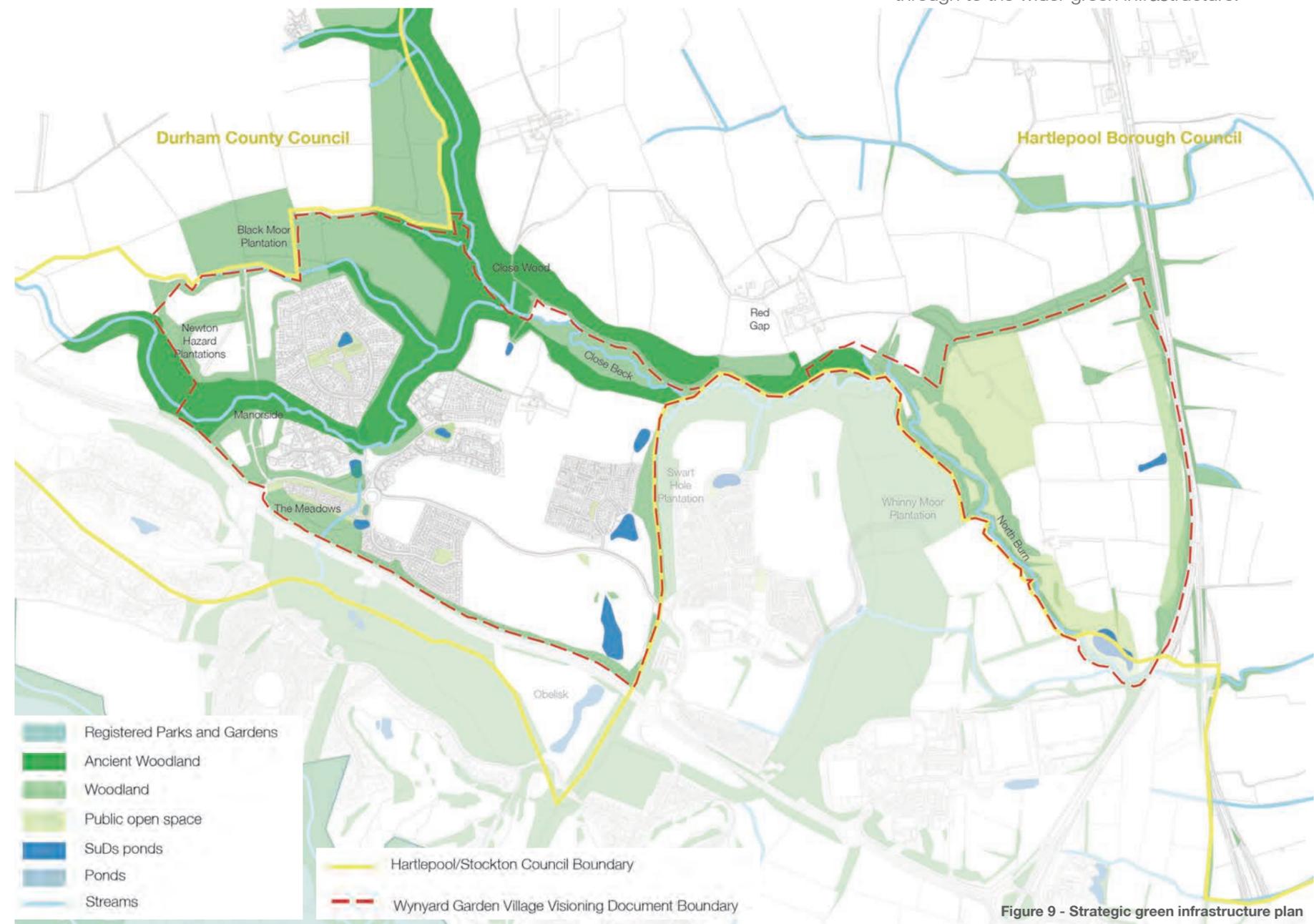
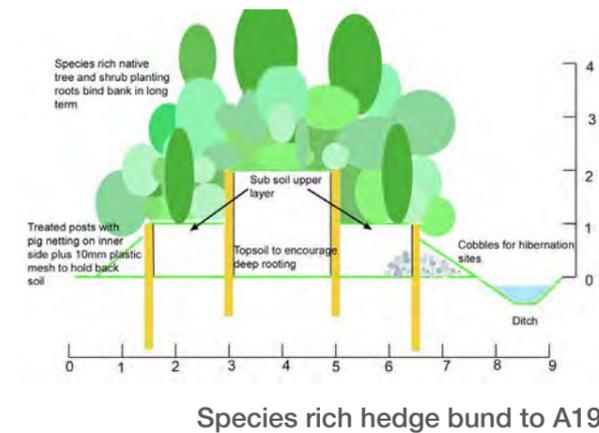
Wynyard Garden Village already demonstrates a strong commitment to green infrastructure provision and the Garden Village delivery provides an opportunity to build upon this. The Wynyard Park Woodland Footpath Strategy which should be considered in the preparation of detailed planning applications, with opportunities taken to extend and enhance the network.

Planning permission for new developments will include a strategy for long-term management of green infrastructure provision.

Opportunities should be taken to connect the North Burn site with the existing wider Wynyard Park green infrastructure, and enhance these green spaces to provide biodiversity net gain. The west woodland and parkland development areas will link into the existing development cells.

Through discussion with the Council, opportunities for biodiversity net gain (calculated using the most up to date Biodiversity Metric calculator) should be taken on all development cells and may include off-site provision, beyond the Garden Village boundary. The area identified as a Scheduled Ancient Monument is protected from development but has opportunities to be sensitively used for biodiversity net gain and public open space.

The North Burn valley provides a variety of landscape typologies from grassland, stream, floodplain, scrub, woodland, hedgerows and individual trees to the benefit of the whole Visioning document area. Opportunities to enhance the natural environment and wetland areas could be developed alongside creation of paths to allow access that could connect to the wider woodland footpath network. Hedgerows should be retained where possible and connect through to the wider green infrastructure.



## 6.4 Connectivity and Movement

To bring forward the North Burn site for residential development will require a new access road. A new access solution from the A19(T) is being explored. The route would then connect through the North Burn site and tie into the new secondary access road to Amazon.

To enable the western woodland development a new access road will be required. This would connect from the primary arterial road north of roundabout A.

Delivery of the Garden Village will follow the Garden Village principles and the stated Vision, promoting sustainable modes of transport. Pedestrian accessibility will be maximised where possible, seeking to adopt the principles of the 20-minute neighbourhood.

Existing public rights of way are already a strong feature of the Wynyard Garden Village development and there are opportunities to enhance and connect into these existing routes. There are a number of footpaths and aspirational footpath connections through the landscape and woodlands. More information is available in the Wynyard Park Woodland Footpath Strategy.

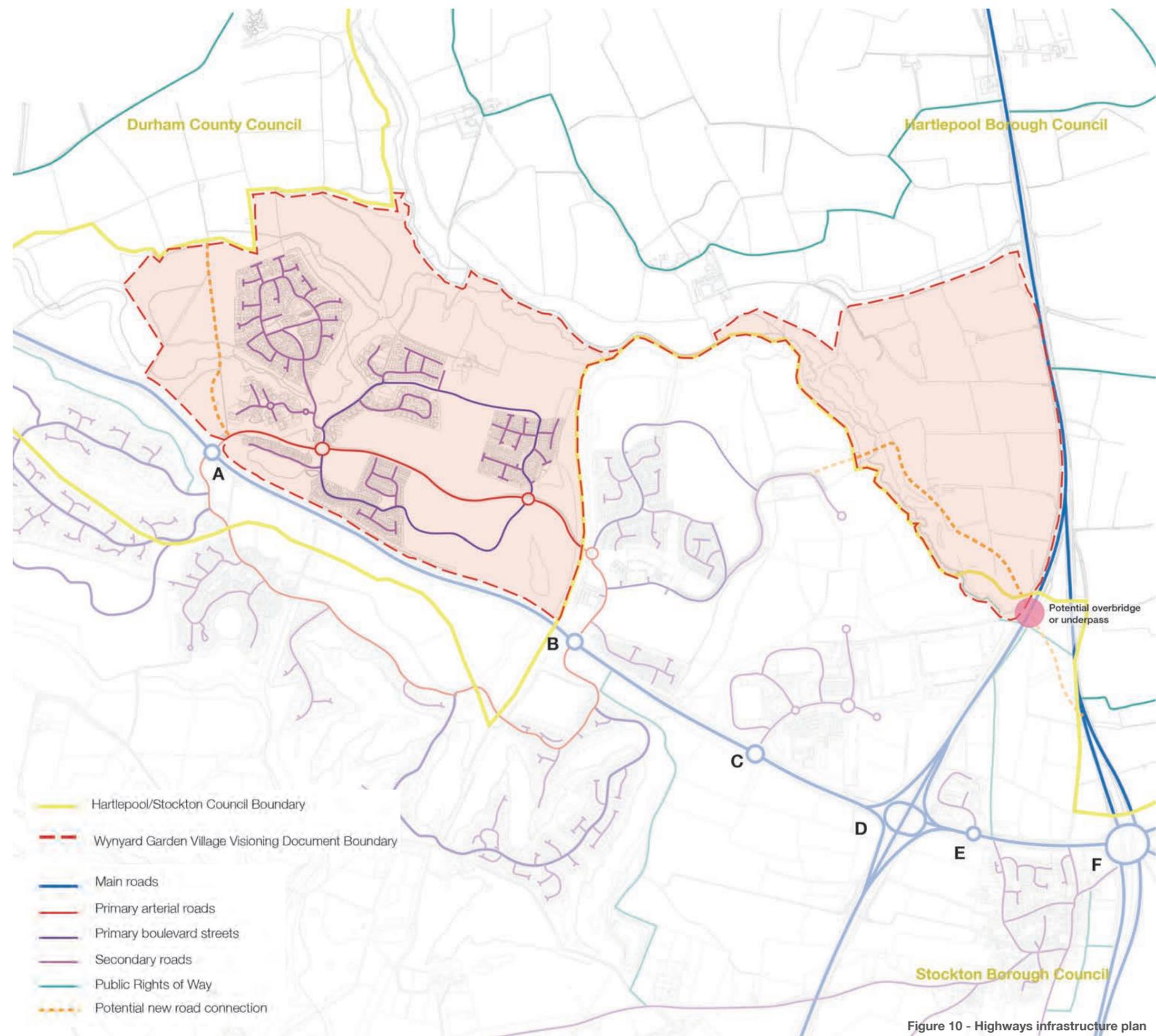


Figure 10 - Highways infrastructure plan

## 6.5 Placemaking

This Visioning document seeks to identify opportunities for placemaking in the new neighbourhood location on the North Burn site and across the Wynyard Park Ltd residential phases. It also recognises the aspirations of Building for a Healthy Life.

### Character Areas

The character of the landscape changes through the development and this should be reflected in the design of the landscape, housing, open spaces, streetscape and public realm.

Consideration of the user's journey through the Garden Village should be given to provide different character areas along that journey and avoiding a uniform treatment to roads.

### Views of the Landscape Assets

There are a number of high-quality trees and woodland that provide an attractive view and connect people with nature. Streets can be aligned to key views of a mature tree or woodland to enhance the local identity and connection with place.

Elevated areas offer views to the wider countryside including long views of the North York Moors and Teesside which help to create a sense of place and belonging.

### Local Heritage

The heritage of the Scheduled Ancient Monument at High Burntoft, located to the north west of the North Burn site, offers opportunities for interpretation to tell the stories of the past.

The place name Burntoft is mentioned in the Boldon Book of 1183 as 'Burntoft' and the origin of the name toft is thought to be Old Norse indicating the site of a building.

The medieval farmstead included two small crofts, farmsteadings, fishponds, and ridge and furrow fields. The original path network is visible in areas and could be recreated to allow people to enjoy the heritage.



Long views south over Teesside and the North York Moors



Views over the North Burn Valley

## 6.6 Sustainability

Building upon the Garden Village principles, it is expected that development within the Garden Village area will demonstrate a commitment to sustainable development, where appropriate adopting a the 20-minute neighbourhood principle and a forward thinking approach to the use of renewable sources of energy and working towards zero carbon principles. Specific planning applications should ensure they clearly demonstrate how these principles have been addressed and will be considered against the relevant local standards set out within the Local Plan.

Recognising the period over which the Garden Village will be developed, over several phases of development, it is not intended to establish definitive requirements in this Visioning document. Such an approach could limit future innovation and would not respond positively to changing circumstances.

Whilst not exhaustive, some of the principles that could be considered in future development proposals include:

- To approach sustainability holistically considering social, economic and environmental aspects throughout all aspects of the delivery of the development
- To promote and deliver initiatives with partners, developers and their supply chain which contribute to a target of zero waste both throughout the development process and occupation of homes
- To explore and promote the use of digital technologies to reduce carbon emissions through the whole building lifecycle (planning, construction, management)
- To promote and facilitate sustainable transport solutions and contribute to a reduction in transport emissions
- To deliver the design principles in the design guide to promote and facilitate sustainable living patterns and habits
- Future proofing the transition from gas boilers to alternative methods of heating;
- Ensuring development is suitable for accommodating the transition from petrol/ diesel vehicles;

- Explore opportunities for renewable energy generation (photovoltaics, wind etc);
- Consider other innovative approaches to sustainable transport, including bicycle and walking infrastructure; and
- Consider opportunities to improve the energy efficiency of individual dwellings as they are built.



## 6.7 Accessibility

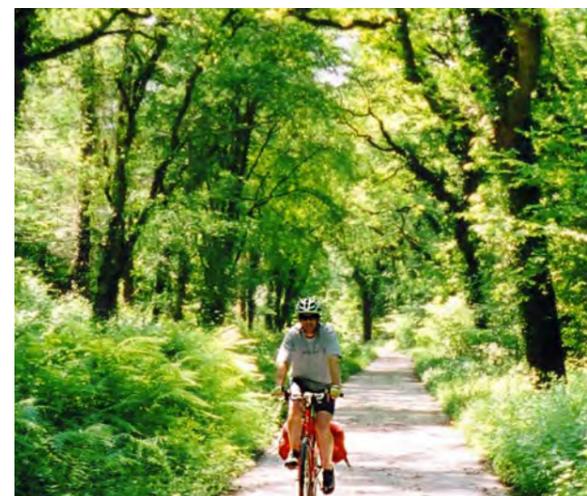
The success of Wynyard as a garden village is, in part, related to it being self-sufficient as a settlement, with a range of employment opportunities, provision of accessible services and facilities and the realisation of a mixed sustainable community.

The inclusion of additional development areas within the garden village should be used to ensure the delivery of a mix of residential communities, including a range of house types and tenures, including retirement accommodation.

Opportunities for pedestrian and cycle connectivity throughout the garden village (including south of the A689) should be maximised, ensuring the different character areas of the development are able to integrate and access the range of communal facilities. Connections should also be maintained to the east, across the A19, as part of the highways improvements to be delivered.

Ensuring pedestrian and cycle connectivity is maximised, and that community facilities are appropriately located and clustered, will reduce the need for residents to be reliant upon use of the private car.

Where vehicular transport is necessary, the critical mass of development delivered across the garden village will assist in supporting a commercially viable bus service which will provide access around the garden village and beyond.



## 6.8 Built Fabric

Building upon the Garden Village principles, it is expected that development within the Garden Village Visioning document area will demonstrate a commitment to sustainable development, where appropriate adopting a forward thinking approach to the use of renewable sources of energy.

Recognising the period over which the Garden Village will be developed, over several phases of development, it is not intended to establish definitive requirements in this Visioning document. Such an approach could limit future innovation and would not respond positively to changing circumstances.

Whilst not exhaustive, some of the principles that could be considered in future development proposals include:

- To explore, test and deliver **new low carbon technologies** to reduce carbon emissions in the built environment.
- To encourage developers to meet the **Future Home Standard prior to 2025**
- To deliver innovative sustainable solutions which are **commercially viable and maximise potential investment** by partners and funding sources, enabling solutions to be brought forward which the market wouldn't otherwise deliver.



## 6.9 Design Principles

### Vision

**For Wynyard Garden Village to build on the established high quality green infrastructure, housing and employment offer to deliver a truly sustainable garden village, with diversity of house types, sizes and tenures and employment development, as well as providing access to new schools, community facilities and green spaces for residents. Connecting people to work, education and leisure locally.**

### Garden Village Design Principles

There are specific design opportunities and challenges when planning Garden Villages, and each site is unique. The Garden Village principles are an indivisible and interlocking framework for creating new places in this context. They should not be used as a blueprint but should be applied in a pioneering spirit of innovation and collaboration.

Wynyard Garden Village is unique to most Garden Villages, being an already established settlement with a range of facilities. Delivery of the Garden Village will ensure integration with existing facilities, providing a range of additional facilities which will be accessible to the Garden Village as a whole.

### Strong vision, leadership and community engagement

The Wynyard Garden Village governance structure is described in section 3.0.

The publication of this Vision Document follows a period of public consultation in February/March 2022, as well as extensive consultation already undertaken by the Council on the Local Plan and Masterplan. As the Garden Village develops and evolves there will be continuous engagement with the local community on individual planning applications. There would also be further community engagement in the future, if the Council commenced an update to its Local Plan or other development plan documents.

A community engagement strategy will be developed to enhance the online engagement that has previously been administered by Wynyard Park Limited (WPL). As a principle, as the community engagement strategy for the Garden Village evolves, all developers will commit to continuous engagement through the planning and delivery process of the Garden Village, providing an opportunity to shape proposals over the lifetime of the development.

### Long term stewardship of community assets

The current developments are maintained by the individual developers for a period of 18 months from completion then handed over to WPL. WPL then continue to maintain the site with an annual service charge to residents.

There is potential to create 'friends of' groups for the surrounding woodland and heritage assets.

Community use of new sports pitches is already secured as part of the new primary school at Wynyard Park. With the potential new school on North Burn there could be sports fields that could be used by the community out of hours. A community use agreement may be required.

### Homes that are genuinely affordable for everyone

Whilst historically Wynyard has been an executive home development the more recent developments put forward have included social housing helping to provide affordable homes for everyone. Hartlepool Borough Council planning policy currently requires 18% of homes to be affordable.

### Varied local jobs offer within easy commuting distance

Wynyard Garden Village is currently well served with employment opportunities.

### Well-designed homes with gardens in healthy communities

Developments will be required to meet government guidance on best design practice and relevant local policy. There is however an aspiration to exceed Building Regulations requirements.

### Development that enhances the natural environment

The woodland and parkland around Wynyard Garden Village are its main asset, creating the character of the place, strong identity and a desirable place to live and work. Building on this infrastructure, Wynyard Garden Village is in a strong position to target Building with Nature accreditation (BwN).

### Walkable cultural, recreational, and shopping facilities

There are generally good walking and cycle connections within Wynyard Garden Village but the A689 and A19 impose a barrier beyond the site. There are long term aspirational plans to provide a bridge connection over the A689 linking these two residential areas. There is potential to provide cycle routes with the new A19 bridge allowing a cycle and pedestrian route through to Billingham.

### Integrated, accessible low carbon transport systems

The Wynyard hopper bus currently provides an on call service to residents. Long term plans would include a bus route through Wynyard Garden Village.

There is potential to include a mobility hub within the North Burn site with electric bike and / or car rental, bike maintenance, and bus stop/ connections.

The 20-minute neighbourhood principle could be considered for the development. Wynyard Garden Village is well served by local centres and will be close to achieving this.

### Infrastructure Delivery

In order to create a Garden Village that functions effectively and aligns to the key principles within the Garden Communities Prospectus, an appropriate level of infrastructure is required to be provided to build the foundations on which the Garden Village can grow.

As the Garden Village evolves, a clear infrastructure delivery plan will be required. At this stage it is anticipated the infrastructure delivery plan will include the following items:

- Education Facilities (e.g. primary and secondary school provision subject to pupil numbers and projections, expanded school car parking);
- Delivery and phasing of the new A19 link road into the North Burn site;
- Community Facilities;
- Infrastructure (e.g. community centre, sports hub and potential grass playing pitches);
- Green Infrastructure (e.g. amenity open space, play facilities);
- Highway Works (e.g. primary arterial road, specific junction improvements);
- Strategic Cycleways/Footways (e.g. A689 cycleway/ footbridge, east to west footway/cycleway);
- Other Infrastructure (e.g. surface water drainage strategy, design code).
- The actual delivery mechanisms for the above facilities will be secured through the following mechanisms:
- Appropriate triggers agreed through the relevant planning application processes;
- Section 106 Planning Obligations tied to residential planning permissions; and,
- External funding sources.

The infrastructure requirements will evolve as the Garden Village is built, albeit that the above parameters are expected to remain the cornerstones of the broad requirements across the site.

## 6.10 Development Cells

### Woodland Development

The Woodland area of the WPL site is proposed to deliver a mix of large and unique properties within substantial grounds, set within a woodland landscape. Housing would be built within 'pockets' of woodland, with the retained woodland subject to a detailed management plan which will provide an opportunity to significantly enhance the biodiversity habitat of the woodland. These works would be carried out in close co-operation with stakeholders, including the Council and Forestry Commission through a recently established Ecology Board, and through consideration of any planning applications. The images below provide a mood board of house types which reflect the aspirational nature of this part of the development.

It is proposed that residential will be the only land use within these parts of the development.

-  Hartlepool/Stockton Council Boundary
-  Wynyard Garden Village Visioning Document Boundary
-  Ancient Woodland
-  Woodland
-  Public open space
-  Areas of Change
-  Residential



Figure 11 - Woodland development plan



**Parkland Development**

The Parkland area of the WPL site reflects the areas of land allocated for development within the adopted Local Plan. The housing in this area is expected to complement the existing development cells in this area, forming a village character, with a mix of associated uses, including education and open space/sports provision.

Baseline assessment has demonstrated it is not necessary to retain the employment allocation in this area, with the Council having a significant oversupply of available employment land.

The developable area of the Parkland extends to approximately 48 hectares, excluding the green diagonal hatched area to the north in Figure 12 which has been reserved due to its archaeological interest and is designated as a Green Wedge in the Local Plan. Further investigations in this area of the site suggest a strip and record approach could be adopted. This could present opportunities for development as part of the comprehensive garden village scheme that retains the unique “rural” character of the area. This is to be discussed with heritage officers at the Council to ensure appropriate consideration of the significance of the assets and requirements for conservation and enhancement.

The northern element of this area is served by the internal road network, connecting to The Meadows to the south west, linking through to the development cells within the Stockton Borough Council area to the east. The northern parcel extends to approximately 7.2ha of predominantly residential development, with a central area of landscaped open space and a SuDS drainage feature to the east, which itself provides an opportunity for landscaping and biodiversity enhancement, with the drainage feature connecting to further SuDS basins in the central and southern development parcels.

The central development parcel extends to approximately 14.9ha and includes a mixture of residential and community facilities.

At this stage the initial proposals indicate attractive ‘village’ character housing, with generous landscaping and public footpaths. It is proposed to develop a primary school in this area of the site.

As noted above, the SuDS drainage feature to the east of the middle parcel connects to the northern and southern parcels through a landscaped corridor.

The southern development cell of the Parkland area is the largest cell at approximately 26ha. The design character is the same as the other parts of the Parkland area with generous landscaped areas of open space, public right of way connections and high-quality village character housing.

The proposals include a mix of community facilities in the central development parcel, and potential ancillary small scale commercial development within the southern development cell. This provides an opportunity to secure development that contributes to the objectives of the Local Plan allocations for this part of the site, with this being the area allocated for community facilities under Policy INF4 and employment under EMP1.

A vehicular route connects the Parkland area to the A689/The Meadows roundabout to the east and the A689/Hanzard Drive roundabout to the west.

A range of public rights of way, including cycle connections, are proposed throughout the Parkland area.



Figure 12 - Parkland development plan



**North Burn**

The developable area of the North Burn site is the largest single development cell within the garden village, extending to approximately 87ha, excluding the area to the west which is reserved to protect the site of the Scheduled Ancient Monument (SAM).

A Desk Based Assessment of the site has been completed to allow a better understanding of the significance of the SAM. Further detailed assessment will be required to inform detailed planning applications, although it is expected a buffer of at least 20m will be retained between the SAM and built development. Elsewhere on the site there is the potential to encounter archaeological remains that the form and layout of more detailed development proposals would respond to.

The buffer zone to the A19 could offer opportunities to create biodiversity enhancement through species rich hedge, woodland and scrub planting on an acoustic bund. This would reinforce the green infrastructure around the eastern edge of Wynyard Park connecting the North Burn valley to the existing woodland around the northern boundary of the site.

Due to the size of the development parcel it is expected the North Burn site will feature a variety of densities and characters, although in principle, it is likely the North Burn site will be developed at an overall higher density than the Woodland and Parkland development areas.

The North Burn site is of a scale which is considered suitable to support an additional local centre and other community facilities, possibly including a school, subject to pupil demand. This will maximise the sustainability of the site and minimise the need to travel by car. Similar to the other development areas, a public right of way scheme will be developed for the North Burn site, ensuring maximum connectivity with the rest of the Wynyard Garden Village and beyond.

Consultation:

- Amazon not a through road – see 6.4
- Greater reference to the Ecology Board
- Update to Governance diagram – clear reference to ecology board



Figure 13 - North Burn development plan



# Appendix

## Consultation

### Introduction

Prior to the publication of the Wynyard Garden Village Visioning Document, Hartlepool Borough Council hosted a three week consultation event, with the draft vision document available at <https://yoursay.hartlepool.gov.uk/wynyardgardenvillage>. The consultation was live from Friday 11th February until Monday 7th March 2022.

The consultation included a simple survey response, asking people to comment on the individual sections of the draft Visioning Document.

A report presented to Hartlepool Borough Council's Neighbourhood Services Committee on 24th March 2022 summarises the form and extent of consultation. In brief, The Wynyard Garden Village Visioning Document was downloaded 969 times by 784 visitors to the site.

The survey was completed by 84 participants, of which 96.4% were residents of Wynyard. The remaining 3.6% (3 individual responses) were Elwick Parish Council and parents of children at Wynyard CoE School.

45.2% of participants were residents of Wynyard Park (North of the A689), 51.2% were residents of Wynyard Village (South of the A689) and 3.5% don't live in Wynyard.

One further response was received directly via email from a resident, and a letter of response was received in response to the draft visioning document from the Forestry Commission.

The number of responses to each survey question were relatively evenly distributed. The fewest comments were received in relation to Governance and the Baseline Summary, with 38 separate responses. The most comments were received in relation to Infrastructure and other general comments with 48 and 49 responses respectively.

The consultation on the Visioning Document is only a small part of the wider engagement strategy for the delivery of the Garden Village. The principle of development on large parts of the Garden Village has already been subject to extensive consultation and examination through the production of the Hartlepool and Stockton Local Plans, as well as consultation led by developers on the individual planning applications as they have come forward. The Visioning Document represents the start of engagement in how the Garden Village will be developed, with the Visioning Document, and the responses received, being used to inform future consultation by the Council and land-owners, as well as how individual planning applications are shaped.

### Summary of Responses

#### Why is Garden Village status a positive?

In principle, designation of Wynyard as a Garden Village allows the respective local authorities to draw upon additional external support and funding to help deliver a sustainable community in accordance with the Garden Village principles set out within the Visioning Document. Amongst other things, this has already assisted the Council in securing dedicated officer support to ensure Wynyard is developed in a sustainable manner.

It will also allow the local authorities to provide greater focus on the securing each of the Garden Village principles, listed within Section 2 of the Visioning Document. Comprehensive development of Wynyard Garden Village in line with these principles will assist in the funding of significant highway improvements to ease congestion on the A689, as well as delivery of a range of services and facilities on-site, reducing the need to travel longer distances to access those services.

A common theme in the consultation responses related to the accessibility of various services and facilities across the Garden Village. This is symptomatic of the relatively piecemeal way in which Wynyard has grown, particularly prior to the adoption of the respective Local Plans. Development of Wynyard as a comprehensive Garden Village will secure the critical mass of development required to ensure the services and facilities are viable for the long-term and delivered as early as possible. It will support positive placemaking and the development of a cohesive and sustainable community. Future planning applications and/or development plan documents will consider the appropriate phasing of these items to benefit the wider Garden Village as soon as possible.

#### Character of Wynyard

A number of responses noted a concern with a greater mix of house types, sizes and tenures being delivered across the Garden Village, considering it would dilute the executive nature of Wynyard.

The principle of delivering a truly sustainable community relies on delivering a wide range of house types, sizes and tenures to allow the creation of a diverse community. The success of a sustainable community relies on residents being employed in a wide range of sectors, provided a strong supply chain and service support to other businesses, allowing them all to grow and thrive.

This does not mean the development of low-quality homes. There remains an expectation, in line the national and local policy, as well as the Wynyard Park Design Code, that all development will be of a high quality.

The Vision Document continues to respect the origins of Wynyard, ensuring there are clear character areas across the wider site, whilst ensuring connectivity is maximised throughout.

It is also noted that the adopted Local Plan and Garden Village prospectus deal with these issues in some detail. The Garden Village prospectus notes:

"We want to see vibrant, mixed-use, communities where people can live, work, and play for generations to come – communities which view themselves as the conservation areas of the future. Each will be holistically planned, self sustaining, and characterful."

The Garden Village principles also include the requirement to deliver 'great homes', which is defined as:

"offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life"

Finally, it is also noted that Policy HSG2 (Overall Housing Mix) of the adopted Hartlepool Local Plan specifically requires Wynyard to deliver the 'full range of house types', with the exception of The Pentagon site, which is reserved for 'executive' type development.

#### Local centre/services/facilities

Many responses highlighted the need for additional services and facilities to be delivered across the Garden Village to support residents. This is a key aspect of the Garden Village and ensuring a sustainable community is encouraged to thrive.

The Visioning Document highlights the need for additional Local Centres and the need for services and facilities, such as doctors and dentists.

A new local centre has recently been approved by Stockton Borough Council on land north of the A689. Additional provision is also proposed within the North Burn part of the Garden Village, as well as additional facilities currently being considered within the 'Parkland' part of the development discussed in Section 6 of the Visioning Document.

In addition, a number of responses raised concern at the introduction of bus services, citing concerns over a possible rise in anti-social behaviour with buses. There is no evidence that the improvement of bus services within the Garden Village will lead to increases in anti-social behaviour and the benefits a well-managed bus service could bring to the community far outweigh any risk associated with anti-social behaviour. The introduction of improved bus services as part of a range of integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents is directly related to the Garden Village principles and is a benefit to the Garden Village as a whole. Alongside bus services, this includes new and improved cycle and pedestrian connections, promoting a variety of modes of transport other than the private car.

Through the delivery of planning applications and/or future development plan documents, consideration will be given to the timing of delivery for infrastructure and services and facility to enable positive placemaking and ensuring the Garden Village maximises the sustainability benefits of its development as early as possible.

### Education provision

Provision of education facilities is recognised as an important aspect of delivering a sustainable community and reducing the need for residents to travel further afield. Hartlepool Borough Council education officers continue to monitor population growth at Wynyard and local birth rates to inform future school place capacity and when new schools need to be delivered.

There is a known requirement for primary school provision across the site. This is expected to include a new primary school on North Burn and within the Parkland development.

With regard to secondary provision, this continues to be monitored, both in terms of need and when such a facility would be delivered. If a need is identified for secondary school provision, the timing of its delivery has to be carefully managed to ensure it does not come on-line before available places can be filled from the local population, potentially resulting in an under-

occupied school or children traveling from further afield towards Wynyard to use the available capacity creating problems at other schools.

The Council's education officers will be consulted on each planning application, ensuring they remain up to date on housing delivery and population growth at Wynyard to inform the need for secondary education provision.

In the meantime, prioritisation of public transport connections to the secondary school will be considered by the respective landowners, through the development of a public transport/sustainable movement strategy.

### Employment uses

Delivery of the Garden Village Vision includes a commitment to increase employment levels on site at Wynyard, aligned with the variety of businesses already on-site and the new Amazon Fulfilment Centre.

Within the identified development cells, there are a number of employment generating uses which will support the sustainable growth of Wynyard and provide additional services and facilities to the residents of Wynyard.

### Footpaths and connectivity into woodland

As set out within the Visioning Document, there are a variety of footpaths and connections into and around the existing woodland. The development cells proposed have been identified to minimise tree loss and do not impact the areas of Ancient Woodland.

Connectivity from the development cells into the woodland areas and beyond is an important part of delivering the Garden Village principles, specifically relating to the 'Green Space' principle of Garden Villages. The Council has published its Wynyard Park Woodland Footpath Strategy and the Garden Village developers will work proactively with the relevant officers to ensure the development responds positively to the strategy, or otherwise identifies positive solutions where changes to the strategy are needed. Indeed, the creation of woodland walks and other footpath connections is important to the success of the Garden Village.

### Open space provision

Similar to the expectation of providing new and improved footpath connections, the availability of an appropriate quantum of open space is critical to the success of the Garden Village. The Visioning Document starts to identify the principles of open spaces across the Garden Village and the different typologies of open space. At this relatively early stage the Visioning Document does not seek to quantify the amount or type of open space to be provided on site, albeit there are areas of the sites which have the potential to provide good quality recreational space, such as the scheduled ancient monument on the North Burn site. Ways in which the community can be actively engaged in the use and future management of open space will be explored.

It is recognised that further discussion will be required with the local planning authority and local community as the proposals develop to refine the provision of open space on-site at Wynyard.

### Summary

The consultation process identified a number of important concerns and issues for consideration as the Garden Village proposals evolve and delivery increases. A number of changes have been made to the Visioning Document where they add clarity or there was a risk of the text being misinterpreted.

The Visioning Document does deal with many of the priorities cited by respondents, in particular providing access to new schools, community facilities and green spaces for residents, connecting people to work, education and leisure locally. However, the Visioning Document marks a stage in the process with the Council and design team now considering what opportunities are available to develop this thinking further, through continued engagement with residents as part of future planning applications and/or development plan documents.

As a principle, it is recognised that this Visioning Document is not the final proposal for Wynyard and that it represents one of the first steps to delivery of Wynyard as a Garden Village. Over the coming months and years there will be further opportunities for residents and other interested groups to engage with the development of Wynyard Garden Village and the comments received during this consultation will feed into the consideration of future documents and planning applications.

As the Garden Village delivery starts to accelerate, a community engagement strategy will be prepared with the local planning authority to ensure there is a consistent and transparent approach to consultation and future development proposals for the site.



**Wynyard Garden Village visioning document**

A consultation has been launched that explores the vision for future development at Wynyard.

Since designation of Wynyard as a Garden Village in January 2020, Homes England and Wynyard Park have been working closely with Hartlepool Borough Council on what this means for Wynyard's future.

As many of the key developments associated with the Garden Village designation are solely within Hartlepool's administrative area, Stockton Borough Council is not directly involved in these latest proposals, but all residents are encouraged to have their say.

As a Garden Village, Wynyard is a key location for additional investment in the local and strategic road network, schools, open spaces and community facilities to support the area's continued growth as a sustainable and self-sufficient community.

**The draft visioning document is available for views and comments until Monday 7th March and can be accessed at**

[www.hartlepool.gov.uk/wynyardgardenvillage](http://www.hartlepool.gov.uk/wynyardgardenvillage)



Consultation leaflet

# NEIGHBOURHOOD SERVICES COMMITTEE

24<sup>th</sup> March 2022



**Report of:** Assistant Director (Place Management)

**Subject:** PLANNING REVIEW

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

This paper is for information only.

## 2. PURPOSE OF REPORT

2.1 The purpose of this report is to inform Members of a proposed review into the Planning Services of Hartlepool Borough Council.

## 3. BACKGROUND

3.1 The Planning and Development team play a key role in the regeneration of the Borough ensuring that developments in Hartlepool are of high quality and brought forward in a sustainable manner.

3.2 It is crucial that the team continue to have the resources to deliver a first class service in order to attract and retain development within the Borough.

3.3 The Planning and Development team were last reviewed in 2014 by the Planning Advisory Service (PAS) and Local Government Association (LGA).

## 4. PROPOSALS

4.1 As part of our commitment to delivering an exceptional customer focused service that brings forward developments in a sustainable way, it is proposed to undertake a departmental review to ensure the team is well equipped to provide exceptional service into the future.

## 5. RISK IMPLICATIONS

5.1 There are statutory time limits for planning applications to be determined and these are set out in article 34 of the Town and Country Planning Act 2015 (as

amended). In order to ensure these time limits are met it is important to have a structure that is fit for purpose and adequately resourced.

- 5.2 The Planning and Development team are often the front face when attracting developers to the Borough. Failure to have suitable resources in place could result in developers not wanting to build in the Borough.
- 5.3 The Planning and Development team undertake enforcement on unauthorised planning matters and breeches in planning conditions. Failure to have suitable resources in place could result in resident frustration and a backlog of casework.

## 6. FINANCIAL CONSIDERATIONS

- 6.1 The review will be funded through external grant funding. Any recommendations for the review will be brought back before Neighbourhood Services Committee for consideration.

## 7. CONSULTATION

- 7.1 The review will involve consultation with the Planning and Development team, Senior Management, Members of the Planning Committee and Developers.

## 8. OTHER CONSIDERATIONS

- 8.1 This report is presented to Neighbourhood Services Committee for information and does not seek a decision at this time. Therefore, this report raises no relevant issues in respect of the following implications.

Legal	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Section 17 of The Crime And Disorder Act 1998 Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues
Environment, Sustainability and Climate Change Considerations	No relevant issues

## 9. RECOMMENDATIONS

- 9.1 That the Neighbourhood Services Committee note the content of the report with the output of the review being reported back to a future Neighbourhood Services Committee Meeting for consideration.

**10. REASONS FOR RECOMMENDATIONS**

- 10.1 To inform Neighbourhood Services Committee of the proposal to review the Planning and Development processes with the outputs of the review being reported to Neighbourhood Services Committee for consideration.

**11. BACKGROUND PAPERS**

- 11.1 None

**12. CONTACT OFFICERS**

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Sign Off:-

Director of Resources and Development

Chief Solicitor