

# Hartlepool Local Planning Framework Emerging Local Plan

## Statement of Common Ground between Hartlepool BC, Stockton BC and Highways England


September 2017



**This is a Statement of Common Ground produced and agreed by the following parties:**

**Hartlepool Borough Council  
Stockton on Tees Borough Council  
Highways England**

**The statement has been signed on behalf of the above parties by the following representatives:**

**Denise Ogden - Director of Regeneration and Neighbourhoods (Hartlepool Borough Council)**

**Signature:** 

**Date:** 19 September 2017

**Richard McGuckin - Director of Economic Growth and Development (Stockton on Tees Borough Council)**

**Signature:** 

**Date:** 20/9/2017.

**Daniel Gaunt - Asset Manager, Yorkshire and North East, Highways England**

**Signature:** 

**Date:** 18 September 2017

# Statement of Common Ground

## Hartlepool and Stockton-on-Tees Borough Councils

### ***Introduction***

1. This Statement of Common Ground has been produced by Hartlepool and Stockton-on-Tees Borough Councils and agreed between both Councils and Highways England.
2. The Statement of Common Ground is intended to clarify the position of both Councils regarding strategic cross-boundary issues. It is intended that this will assist the Inspector for the Examination-in-Public of the Hartlepool Local Plan, the hearings for which are scheduled to begin on Tuesday 26<sup>th</sup> September. It is also intended to assist the Stockton-on-Tees Local Plan process.
3. The key strategic cross-boundary issues between Hartlepool and Stockton-on-Tees are agreed as being the following matters:
  - Ensuring a synergy between the respective housing and economic growth aspirations of the two boroughs including a shared understanding of the housing market area and the functional economic area.
  - Ensuring that there is a shared vision for development of the Wynyard settlement and that there is active co-operation between the two Councils and other relevant stakeholders to ensure that the vision is fulfilled.
  - Ensuring the protection of European designated sites by managing the impacts of development and ensuring nature conservation connectivity as per Sir John Lawton's report *Making Space for Nature: A review of England's Wildlife Sites and Ecological Network*.

### ***Housing Requirements***

#### **Is the evidence that Hartlepool Borough is its own housing market area (albeit within a wider functional economic area) robust?**

4. The Hartlepool Borough Strategic Housing Market Assessment (SHMA) Addendum (2016) document presented evidence regarding the housing market area with reference to migration and commuting patterns. Hartlepool is a highly self-contained housing market area, with a supply-side<sup>1</sup> containment of 86.8% and a destination containment<sup>2</sup> of 87% based on 2011 census migration data. Regarding travel to work, 67.1% of residents in employment live and work in Hartlepool and 73.5% of residents in employment who work in Hartlepool also live in the Borough.
5. The Stockton on Tees Borough SHMA (2016) also considers the appropriate housing market area. The area is less self-contained than Hartlepool, however, the SHMA notes that Stockton on Tees is a self-contained housing market area. The SHMA notes census figures that for all moves (including long distance moves) of people currently living in Stockton on Tees Borough 67.7% began in the Borough. The SHMA also notes that of those who previously lived in Stockton on Tees, 68.6% stayed in the area when they moved. It should also be noted that self-containment in Stockton on Tees further increases when long-distance moves are discounted.

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<sup>1</sup> **Supply side (origin):** moves within the area divided by all moves whose origin is in the area, excluding long-distance moves

<sup>2</sup> **Demand side (destination):** moves within the area divided by all moves whose destination is in the area, excluding long-distance migration

6. The Stockton on Tees SHMA identifies that there are three feasible options for future housing market areas, 1) Five separate HMAs based on each Local Authority; 2) A combined Stockton on Tees, Middlesbrough and Redcar and Cleveland HMA; or 3) A combined Stockton on Tees, Hartlepool, Middlesbrough and Redcar and Cleveland HMA. However, the SHMA concludes that it would be ideal to work at the level in option 2, but it is also appropriate to progress on the basis of Stockton on Tees Borough as the HMA.
7. This evidence would confirm that Hartlepool is an appropriate housing market area for the purposes of Local Plan policy making. Hartlepool Borough is also positioned within a wider Tees Valley functional economic area and it is appropriate to consider the Tees Valley Strategic Economic Plan when reviewing future economic growth in the Borough. It should be noted that during the preparation of the Local Plan and on the consultation on the Publication Stage there were no objections from any neighbouring authorities to the stance that Hartlepool is its own housing market area.
8. The evidence base of the other Tees Valley authorities has also found that they do not form a housing market area with Hartlepool Borough, and that it is appropriate for Stockton on Tees Borough to be considered as a HMA.

**Agreed:** That Hartlepool Borough is its own housing market area

**Do the housing requirements set out in the respective emerging Hartlepool and Stockton plans raise any duty to co-operate issues between the authorities?**

9. The two councils have taken different approaches to calculating their housing requirements. However, there is agreement that given the circumstances in each local authority each approach reflects the most appropriate housing requirement. Both local authorities are supportive of the final housing requirement set out in each emerging Local Plan. The following provides a summary of the two approaches.

Hartlepool

10. A major component of the robust and up to date evidence base is the Objectively Assessed Housing Need (OAN). The Hartlepool SHMA was published in 2015 and considers the Housing Market Area of Hartlepool, and the Objectively Assessed Housing Need. Arc4, the consultants who undertook the SHMA, engaged with key stakeholders during its preparation including planning and housing representatives from other Tees Valley authorities and the Registered Provider sector.
11. Since the SHMA was published, the Office for National Statistics has released 2014-based population projections and these have been used to prepare 2014-based household projections. At the Preferred Options stage there were also a range of comments received which related to the various scenarios which had been considered within the original SHMA. As such, and to ensure the Local Plan was based on the most up to date and sound evidence an addendum to the SHMA has subsequently been produced. The purpose of the SHMA Addendum 2016 is to update the evidence base relating to objectively assessed housing need. At the end of July 2017 the Council also published a Housing and Employment Topic Paper which was produced by Arc4 to provide further evidence to support the assumptions made within the Publication version of the Local Plan.
12. The SHMA states that an appropriate Objectively Assessed Need housing target would be approximately 290 net additional dwellings going forward over the next 15 years. Taking the SHMA housing target as a starting point the following issues need to be taken into consideration when looking at meeting future housing need, as set out in Table 1.

**Table 1: Housing Target Breakdown**

Housing target breakdown	Annual dwellings	Total dwellings over 15 years
SHMA Housing Requirement	240	3600
Historical backlog from 2006 Local Plan	47	705
OAN Total Requirement	287	4305
Replacement of demolitions (assuming 50% on site windfall replacement)	65	975
20% flexibility buffer (to deliver additional affordable housing and provide flexibility in case any sites stall)	57	860
Proposed Annual Housing Target	409	6135

13. The Council has decided to incorporate a 20% buffer as part of the overall housing requirement for the whole of the plan period to allow for stalled sites and also to aid in the delivery of some additional affordable housing. For clarity, this is not the same as the 20% frontloaded as required by paragraph 47 and is included irrespective of whether there has been previous under-delivery or not. The Council has also frontloaded 20% in line with paragraph 47 of the NPPF as a result of persistent under delivery. This further reflects the balanced approach whereby the Council wishes to see as positive an approach to housing delivery as is realistically possible within the context of the Hartlepool housing market area.

#### Stockton on Tees Borough

14. The Stockton on Tees Borough SHMA established the Councils Objective Assessment of Housing Need (OAN) as a need for 11,061 dwellings between 2014 and 2032. This figure was based on the 2014 population estimate, 10 year migration trends between 2004 and 2014; an allowance for vacant and second homes; amongst other things.
15. The Council have translated the OAN into a draft housing requirement in accordance with NPPF and Planning Practice Guidance (PPG); in doing so the Council have applied an uplift to the OAN in order to address the needs of older people and backlog of housing needs which were not met by housing delivered between 2014/15 (the baseline for the projection) and 2016/17 (the start date of the plan period). Therefore the Housing Requirement between 2014 and 2032 equalled 12,790.
16. However, the draft requirement has been adjusted to take account of past delivery as the Council is able to calculate how many homes were built between 2014 and 2017. This equates to 1,729 dwellings, reducing the housing requirement between 2017 and 2032 to 10,150 homes. Planning permissions and allocations included within the emerging Local Plan are more than sufficient to meet this requirement.

Table 2:

Requirement	Total
OAN (2014 to 2032)	11,061
Older People's Need	793
Delivery (2014 - 2017)	1,729
Housing Requirement (2017 - 2032)	10,125
Housing Requirement (rounded)	10,150

**Agreed:** That the housing requirements set out in the Hartlepool and Stockton on Tees Borough emerging Local Plans do not raise any duty to co-operate issues between the authorities

## Housing Summary

17. HBC and SBC are in full agreement that the latest evidence supports the conclusion that the borough of Hartlepool forms a discrete HMA. Both Councils are mutually supportive of their housing delivery aspirations including how these are reflected in the housing requirements identified in their emerging Local Plans.

## Wynyard

### **Is there regular dialogue between Hartlepool and Stockton on Tees Borough Council's on a vision, strategy and delivery framework for this cross-boundary location?**

18. The strategy and delivery framework for Development Plans in the Tees Valley have been the subject of regular dialogue through the following forums:
- a. Tees Valley Management Group
  - b. Tees Valley Transport Infrastructure Group
  - c. Tees Valley Planning Managers
  - d. Tees Valley Development Plan Officers
  - e. Local Plan Duty to Cooperate Meetings
19. In addition to the above, development at Wynyard has been specifically guided by:
- a. ATLAS have previously assisted in facilitating a joined-up response by SBC and HBC officers regarding infrastructure requirements to 3 major planning applications for residential development totalling 1100 dwellings. There were two in Stockton on Tees Borough, 500 at Wynyard Village and 400 at Wynyard Park (north of A689). The application within Hartlepool Borough was for 200 dwellings at Wynyard Park.
  - b. Wynyard highways delivery working group (highway engineers from SBC, HBC, their jointly appointed consultants ARUP and Highways England)
  - c. Wynyard Park Masterplan and Highways Steering Group (with representatives from HBC, SBC, ARUP, Highways England, GVA, AECOM and Fore)
20. This formal dialogue, alongside informal discussions has helped to shape the visions of both Councils for Wynyard, as stated below. Each Council has stated its emerging vision through its respective emerging Local Plan.

#### Stockton on Tees Borough vision for Wynyard

21. 'Wynyard has grown in to a sustainable settlement of high quality, accommodating a mix of executive housing, market housing and additional employment development. All residents have access to high-quality social, community and green infrastructure.' (Vision and Objectives: Stockton-on-Tees Draft Local Plan)

#### Hartlepool vision for Wynyard

22. 'The Local Plan gives the Borough Council an opportunity to ensure that the Wynyard development creates a sustainable community. This aspiration is crucial given it is isolated from the main urban areas of Hartlepool and Stockton.' (Supporting text for Policy HSG6: Wynyard Housing Developments - Hartlepool Local Plan publication Document)

## Stockton on Tees Borough response to the consultation on the Hartlepool Publication Local Plan

23. The response included the following comment *‘This Council welcomes the recent letter of support from Hartlepool Borough Council towards the Stockton Local Plan policy which seeks to create a ‘sustainable settlement’ in the Wynyard area. It is recognised that this aspiration can only be achieved through collaborative working and this Council supports the housing allocations in the Hartlepool Local Plan (HSG6a, HSG6b, and HSG6c). Furthermore, the continued allocation of land for employment use at Wynyard (policy EMP1) is also noted and supported by Stockton on Tees Borough Council.’*

### Strategy

24. The councils have sought to deliver new development at Wynyard in line with these consistent visions, with the preferred strategy being to prepare a masterplan which sets out infrastructure needs and a delivery framework for the whole settlement. The map at Appendix B provides an overview of the Wynyard settlement including housing and employment allocations, planning permissions and key community infrastructure.
25. At the same time, the councils have also had to respond to a number of speculative planning applications which have been considered in accordance with the NPPF. In determining these planning applications both authorities have sought to achieve the above visions and collaborated effectively on infrastructure requirements.

### Delivery Framework

26. Hartlepool and Stockton on Tees Borough Councils have worked closely together to ensure a joint approach through planning applications to the co-ordination of infrastructure provision. This has included joint work on major strategic planning applications that has been co-ordinated by the Advisory Team for Large Applications (ATLAS). Highways delivery continues to be co-ordinated through the Wynyard Highway Delivery Steering Group and the Wynyard Park Masterplan and Highways Steering Group. The infrastructure required has been carefully scoped and incorporated in Section 106 agreements. When the Masterplan has been agreed, it will provide a delivery framework for the future.

**Agreed:** That Hartlepool and Stockton Borough Council’s vision for Wynyard is a shared one and the vision is the subject of ongoing dialogue between the two Councils.

**Agreed:** That the strategy and delivery framework for the development of Wynyard have been the subject of regular dialogue through the forums set out above.

### **Is there a formal working group for the development of Wynyard?**

27. Collaborative working in the Wynyard Park is being led on an informal basis with strategic leads at Senior Management level in both organisations. However, both councils have worked in a more formal arrangement with ATLAS and Highways England to determine planning applications.
28. Both Local Authorities agree that formal masterplanning of the area will commence following the satisfactory resolution of highway modelling in the area. At this point a formal task and finish group will be put in place with strategic governance in both Local Authorities.

**Agreed:** That a formal governance structure will be put in place which will guide strategic masterplanning in the Wynyard area.

### **Is there understanding of the collective scale of development and infrastructure requirements at Wynyard and implications for respective Plan viability?**

29. The two local authorities agree that the following scale of development will be promoted in the Wynyard Area:

Hartlepool Submission Local Plan:

- North Pentagon – approximately 100 dwellings
- Wynyard Park North – approximately 400 dwellings
- Wynyard Park South – approximately 232 dwellings
- Prestige Employment Site Wynyard Business Park - a total of 32.7 hectares of land available for prestige employment use

Stockton on Tees Borough Publication Local Plan:

- Wynyard Village – approximately 500 dwellings
- Wynyard Park – approximately 1,100 dwellings
- Wynyard Park - Employment Land Allocations

30. Appendix B provides a representation of this development. This scale of development will be delivered by the following known infrastructure provision:

#### **Within Hartlepool Borough**

- Affordable housing (a mix of on-site and off-site provision)
- One-form entry primary school but with space to expand to a two-form entry
- Secondary school provision to be delivered off-site unless provider comes forward with proposal for Wynyard
- 3G football pitch and associated changing facility (4 team)
- Grass football pitch and associated changing facility (2 team)
- Local centre including retail provision to meet the local needs, health facilities and any other community needs
- Play area and other play facilities including the provision of a multi-use games area
- Tennis court
- Improvements at the A19/A689 roundabout (works will take place on land within Stockton on Tees Borough but planning applications submitted to both authorities will contribute)
- Green infrastructure (including sustainable transport routes)
- Public transport improvements

#### **Within Stockton on Tees Borough**

- Affordable housing (a mix of on-site and off-site provision)
- Primary School at Wynyard Village, currently operating in temporary accommodation.
- Secondary School Contributions
- Local Centre at Wynyard Village
- Signalisation of roundabout junctions on the A689 including The Wynd (Junction 3) Glenarm Road (Junction 4) and Wynyard Avenue (Junction 5)



- Shuttle bus service
- Green infrastructure including Biodiversity improvements
- Sustainable transport routes including a Pedestrian footbridge over the A689
- Open Space and Sports provision including changing facilities and full size grass playing fields.

31. The HBC response to the consultation on the Stockton on Tees Draft Local Plan suggested '*... it is formally agreed between the two authorities that the cost of the proposed highway mitigation works is shared between the two authorities, based on pro-rata contributions received from the applications for the relevant planning applications...*' The SBC response to the consultation on the HBC Publication Local Plan stated '*I can confirm that this Council agrees to this approach in principle. However, due to the complexity of this matter, further discussions and agreement will be required to confirm the total level of infrastructure, including social and education facilities, required to deliver the housing sites in the Local Plan, as well as the method of ensuring delivery.*'
32. Both Councils are committed to ensuring that Wynyard is developed as a sustainable settlement including affordable housing, green infrastructure, cycling links and built sports provision. Both Councils are committed to future masterplanning which will take place following the completion of Local Plans. This process will identify further infrastructure requirements.
33. Both Local Plans have been subject to Whole Plan Viability which has considered the respective implications of policies and infrastructure needs in the area. Hartlepool Borough Council's Deliverability Risk Assessment has considered the cumulative impacts on the roads and necessary improvements. The assessment has also factored in the necessary social and community infrastructure needed to form a sustainable community at Wynyard and has shown that this is viable at the levels of housing proposed. This includes a 3G football pitch, a grass football pitch and a primary school, local centre, play facilities, tennis court, multi-use games area, improvements at the A19/A689 roundabout and green infrastructure routes.

**Agreed:** There is clear understanding of the collective scale of development at Wynyard as currently permitted, and agreement that a masterplan will be produced which will set out and demonstrate the required infrastructure for further expansion in the area.

**Are there cross-boundary issues in relation to highway capacity at the boundary of the two boroughs as a result of the Wynyard development?**

34. The Wynyard highways delivery working group and the Wynyard Park Masterplan and Highways Steering Group recognise that the capacity of the A689 / A19 junction is a key issue in relation to highway capacity for the development in and affecting the Wynyard area. The Wynyard highways delivery working group has entered into a memorandum of understanding to undertake the traffic modelling necessary to test the impact of development and mitigation proposals with confidence. This work has been carried out by Arup under instruction from Stockton-on-Tees Borough Council, and reviewed on behalf of Highways England by CH2M and Systra.
35. The Wynyard highways delivery working group met on 19th June 2017 to review the modelling. It was agreed that the maximum acceptable travel time between the A19/A689 roundabout and the 3rd junction to the west would be 10 minutes, with any impact greater than this considered to be severe when compared to current travel times along the same links. The Wynyard highways delivery working group commissioned Arup to carry out modelling for three main scenarios:
- a. Development considered to be committed, either by virtue of an implemented or extant planning consent or having been considered by and received a resolution to grant permission by the relevant planning authority's Planning Committee

- b. As scenario A), but including applications currently in the development control process
  - c. As scenario B), but including the additional sites proposed within Local Plans. Wynyard Park have submitted a representation to the Local Plan which relates to Scenario C. This includes a number of highway mitigation measures
36. The modelling of all three scenarios took into account the relevant highways mitigation measures associated with each level of development. Through the modelling, it was demonstrated that the mitigation measures proposed for scenario C are necessary in order to allow development above the committed level (scenario A), but that this mitigation is adequate to ensure that the increase level of delay along the A689 will be below the level agreed as severe.
37. Highways England has reviewed the proposed mitigation and is satisfied based on the modelling work carried out that it is sufficient to mitigate the proposed development over the period of the plan. To the extent possible without the relevant structural investigations having been carried out, Highways England is content that there are no fundamental or in-principle impediments to the implementation of the proposed mitigation scheme as set out in the Wynyard Park representation and evidence (Highway and Transport Considerations (AECOM) December 2016 submitted as part of the Wynyard Park Ltd representation in response to the consultation on the Hartlepool Publication Local Plan).
38. The members of the Wynyard highways delivery group agree that the proposed mitigation scheme would need to be delivered to enable the developments in scenario B should those applications be granted planning permission, and therefore that the proposed mitigation scheme needs to be delivered before occupation of any dwelling on the additional sites proposed within the plan.

**Agreed:** That there are cross-boundary issues in relation to highway capacity at the boundary of the two boroughs as a result of the Wynyard development which both Councils will continue to work co-operatively together in order to address. The modelling work produced by Arup is available on the Hartlepool Examination website at reference EX/HBC/68 (Wynyard VISSIM Report).

#### **What stage of preparation has been reached on Stockton's emerging Local Plan?**

39. Work on the Stockton on Tees Borough Local Plan commenced in summer 2016. The Draft Local Plan (Regulation 18) was published for consultation between November 2016 and January 2017.
40. The Publication Local Plan (Regulation 19) is scheduled to be released as follows:
- Planning Committee – 6<sup>th</sup> September 2017
  - Cabinet – 14<sup>th</sup> September 2017
  - Full Council – 21<sup>st</sup> September 2017
  - Start of Consultation - 25<sup>th</sup> September 2017
  - End of Consultation – 6<sup>th</sup> November 2017

#### **Is there a consensus that a cross-boundary Neighbourhood Plan will set out detailed local policies to manage the area?**

41. The Wynyard Neighbourhood Planning group are in the process of developing a Wynyard Neighbourhood Plan. Support has been made available to the Wynyard Neighbourhood Planning group from HBC and SBC officers. However, the group has indicated that it does not wish to access this support at the present time. The draft Wynyard Neighbourhood Plan was published in April 2017. However, it has not been formally submitted to either Stockton-on-Tees or Hartlepool

Borough Council for consideration as to whether the Councils are in agreement that it meets the basic conditions. It is also understood that it has not been formally consulted on. Neither HBC nor SBC officers can therefore provide a formal response to the document from their respective Councils. The Wynyard Neighbourhood Plan Group has shared the latest draft of the Neighbourhood Plan with each local authority as the councils have progressed Local Plans. The document does not allocate sites for development. It contains policies which seek to guide development such as housing design and layout principles. The informal opinion of HBC and SBC officers is that these policies meet the basic conditions and that they are also consistent with the policies set out in the respective emerging plans of both authorities.

**Agreed:** That Hartlepool and Stockton-on-Tees Borough Council officers agree in principle that the policies in the Wynyard Neighbourhood Plan, will, if that plan is 'made', guide development at Wynyard in conjunction with the relevant strategic policies set out in the respective Local Plans of the two Councils

### **Is a cross-boundary masterplan still a possibility for Wynyard?**

42. Stockton on Tees and Hartlepool Borough Councils have co-operated extensively regarding the planning applications that have been submitted to develop Wynyard where these have cross-boundary implications for the delivery of infrastructure in order to ensure a co-ordinated approach.
43. A masterplan approach to growth areas has been promoted by both councils and is essential to ensure development makes a positive contribution to the local area and sustainable communities are delivered. Agreement in principle has been reached to formalise this masterplan approach and the Wynyard Park Masterplan and Highways Steering Group (see paragraph 20) has been formed but the means of delivering the actual masterplan is still under consideration.
44. HBC and SBC officers met in March 2017 to discuss the masterplanning of Wynyard. It was agreed that highway modelling is required to inform any masterplan and also to determine live planning applications in both Hartlepool Borough and Stockton on Tees Borough. It was also agreed that formal masterplanning will be undertaken following receipt of the modelling.

**Agreed:** Both councils are committed to producing a cross-boundary masterplan for the Wynyard area in order to shape sustainable development in the area and implement emerging Local Plan policies.

### **Wynyard summary**

45. Both Councils share an aspiration to see Wynyard developed as a sustainable settlement with the co-ordinated provision of the community infrastructure necessary to achieve this vision and the co-ordinated mitigation of the highway impacts with the costs of infrastructure provision and highway mitigation shared between the two Councils based on pro-rata contributions from planning applications.

## ***Natural Environment***

**Ensuring the protection of European designated sites by managing the impacts of development and ensuring nature conservation connectivity as per Sir John Lawton's report Making Space for Nature: A review of England's Wildlife Sites and Ecological Network.**

46. Both Local Plans are supported by robust Habitats Regulations Assessments (HRA) which consider the European designated site and appraise Local Plan policies and allocations so as to prevent or mitigate any potential impacts on the site. The two local authorities are involved in the Tees Estuary Partnership (TEP) working proactively with public sector environmental bodies and the private sector to achieve economic growth and environmental improvements in the area.

47. The Stockton on Tees HRA identifies that housing sites at Wynyard will not have any recreational disturbance impacts upon the European Site / Special Protection Area. The Hartlepool HRA identifies that housing sites at Wynyard will not have recreational disturbance impacts upon any European Sites (SPA, SAC, Ramsar). The HRA assesses that the actual driving route to all of the European Sites is greater than 12km and consequently that any impact is insignificant.
48. Hartlepool BC has taken due regard of the natural environment guidelines in the NPPF. Together with Stockton-on Tees BC and other local authorities, statutory agencies, NGOs and the industry sector, Hartlepool BC is signed up to the Tees Estuary Partnership. Part of the remit of the group is to consider changes to sensitive coastal habitats including the creation of inter-tidal saltmarsh. Development in the Tees estuary will need to demonstrate compliance with the Conservation of Habitat and Species Regulations 2010 and the area is in effect a Coastal Change Management Area as referred to in NPPF 106 and 107. Provision has been made for the England Coast Path National Trail. Various Hartlepool Local Plan policies and Biodiversity Opportunity Areas mapped across Hartlepool BC and Stockton-on-Tees BC, demonstrate a commitment to protecting and enhancing valued landscapes, geology, soils and biodiversity, while promoting the benefits of ecosystem services. The natural environment is a high consideration in the work of the Tees Valley Nature Partnership – a Local Nature Partnership (LNP) that covers the Tees Valley authorities.
49. The Government's Natural Environment White Paper based on 'Making Space for Nature: A review of England's Wildlife Sites and Ecological Network', has set a bench mark for Local Plan Natural Environment policies and there has been some sharing of model policies via the Tees Valley Nature Partnership. The Tees Valley Nature Partnership has also been leading on a Tees valley wide mapping exercise to produce 'Biodiversity Opportunity Areas'. These spatially link and connect local and nationally designated sites across the Tees Valley and these cross administrative boundaries. Hartlepool BC has worked closely with Stockton on Tees BC to map a shared Biodiversity Opportunity Area.

**Agreed:** That Hartlepool BC and Stockton-on-Tees BC have worked closely together to map a shared Biodiversity Opportunity Area.

## Appendix A: Detailed Viability Position at Wynyard Regarding Highways

From previous discussions and assessments through the Wynyard Highways Delivery Steering Group, there was agreement that 400 dwellings on land at Wynyard Park could be delivered in Highway terms. They formed the previous concept of 200 dwellings at the Pentagon and the 200 dwellings as part of the minded to use mixed use application. The text below considers how many of those approved, nearly approved or live applications form part of the 400 dwellings and which Local Plan allocations or remaining land within the former mixed use site will need to contribute to the new highway works.

Previously permitted/signed developments:

- South Pentagon / approach – 168
- Manorside – 27 or 28
- Beaumont (site C) – 12
- Wellington Gardens (Site B) – 30
- Rose Garden Lane (Site A) – 19 (Total of 257 permitted or s106 about to be signed)

Also:

- North Pentagon (109) (s106 still ongoing)

Live applications for:

- Lyndhurst (13) (on part of 383 site)
- Rose Garden (23) (on part of 232 site)
- Almshouses (14) (on part of 232 site)
- Mulberry & Wellington 2 (Remainder of land from previous minded to grant mixed use scheme including 200 homes – site D,E and F applications below no longer exist. This is likely to be a mix of bungalows and some more self build equating to 55 additional dwellings.

The sites highlighted above equate to a total of 366 dwellings. Therefore 34 of the homes on the other sites not highlighted would not need to contribute to the new highway works with the remainder needing to contribute. For the purposes of the assumptions on viability it has been assumed that the 34 that do not contribute would come from the Mulberry and Wellington 2 as these sit outside of allocated areas. Contributions would be secured from the remaining 623 dwellings in the HSG6 allocation (which includes the Lyndhurst live application the Rose Garden and the Almshouses) and the remaining 21 from the Mulberry and Wellington as they would need to contribute as the previously agreed highway capacity of 400 has been exceeded.

This means the Hartlepool highway contributions in the viability assessments come from:

- 391 remaining in allocation HSG6 north
- Approx 232 allocation HSG6 south
- 21 from Mulberry and Wellington 2

Total: 644

In Stockton on Tees there are a total of 1100 on the Wynyard Park site to the North of the Road. There are no new allocations proposed to the south of the A689. Of those 1100,

- 400 homes were minded for approval by planning application 12/2784/OUT. It is anticipated that this application will not be formally approved and will be replaced by other planning applications, including application 14/2993/EIS which includes 240 homes and the highway mitigation works which were agreed for planning application 12/2784/OUT. The highway mitigation associated with 12/2784/OUT was transferred to application 14/2993/EIS.
- 100 homes have planning permission as part of application 14/3308/FUL.

This means contributions to the new highway works can be secured from 600 of the proposed homes in Stockton. This 600 figure is made up of:



















- Local Plan Allocations for about 400 homes
- A live outline planning application for 200 homes

There are therefore a total of about 1244 homes across the two Boroughs which can still secure contributions towards further highway mitigation at the A689 and A19 junction. Wynyard Park Ltd Highway consultants had suggested the works would cost £4 million. If a 25% contingency was added to the overall costs to assume a £5 million cost to the works this would be a cost per dwelling of £4,019.29. Infrastructure costs can also be split by authority as follows:

- Hartlepool Borough 644 dwellings @ £4,019.29 = £2,588,422.76
- Stockton on Tees Borough 600 dwellings @ £4,019.29 = £2,411,574.00

# Appendix B - Wynyard Settlement

## KEY

-  Hartlepool & Stockton Boundary
-  Hartlepool Housing Development Sites
-  Hartlepool Community Facilities
-  Hartlepool Industrial Land prestige employment site
-  Hartlepool Temporary Primary School
-  Stockton Housing Sites
-  Proposed Stockton Community Facilities Which will include a primary school, retail units and a doctor's surgery.
-  Scheduled Monument Site
-  Potential road widening on the A19 between Wynyard and Norton
-  A19 / A689 junction
-  Junction to be signalled through s106 payments
-  Bridge and Footpath Improvements in Stockton
-  Existing Local Centre in Stockton which include a Pub and Parade of Shops
-  Stockton Employment Allocations
-  Wynyard Golf Club- Club House
-  Wynyard Golf Club- Golf Course
-  Wynyard Hall & Grounds- Facilities include a restaurant, hotel & spa, community sports fields and a shop.
-  Wynyard Hall & Grounds- Facilities include a restaurant, hotel & spa, community sports fields and a shop.

