

Development Brief Ingleby Barwick Villages 5 & 6



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1. INTRODUCTION

Planning History

1.1 This revised brief has been produced to guide developers and builders in the preparation of detailed proposals for the final stages of development at Villages 5 and 6 at Ingleby Barwick, including the adjacent 'Sand Hill' area.

1.2 The Ingleby Barwick Masterplan established overall principles of development at Ingleby Barwick in 1977 and outline planning permission for the erection of 7,920 dwellings with associated development was granted in 1978 by the Secretary of State for the Environment. Condition 1b) of the Outline consent required a development brief to be prepared for each stage of development, stating:

'Development shall only proceed in the order indicated in the Plan and in accordance with detailed development programmes to be identified in development briefs to be prepared for each phase of development, such briefs to be submitted to and agreed with the Local Planning Authority or in default by the Secretary of State prior to the submission of detailed plans'

1.3 The 'plan' referred to in the condition is the Ingleby Barwick Masterplan the current approved version relating to villages 5 and 6 is the 2002 Masterplan. This Masterplan sets the overall control mechanisms for continued development whilst the Brief (which must be consistent with the Masterplan) provides further detail on matters such as design and phasing.

1.4 Substantial development has already occurred within Villages 5 and 6 in accordance with the Masterplan and the Brief approved in 1998. These two documents have provided the planning framework to date but the Brief needs to be updated.

1.5 Unlike the previous Brief this update seeks to draw extensively upon visual information prepared in partnership with Stockton on Tees Borough Council.

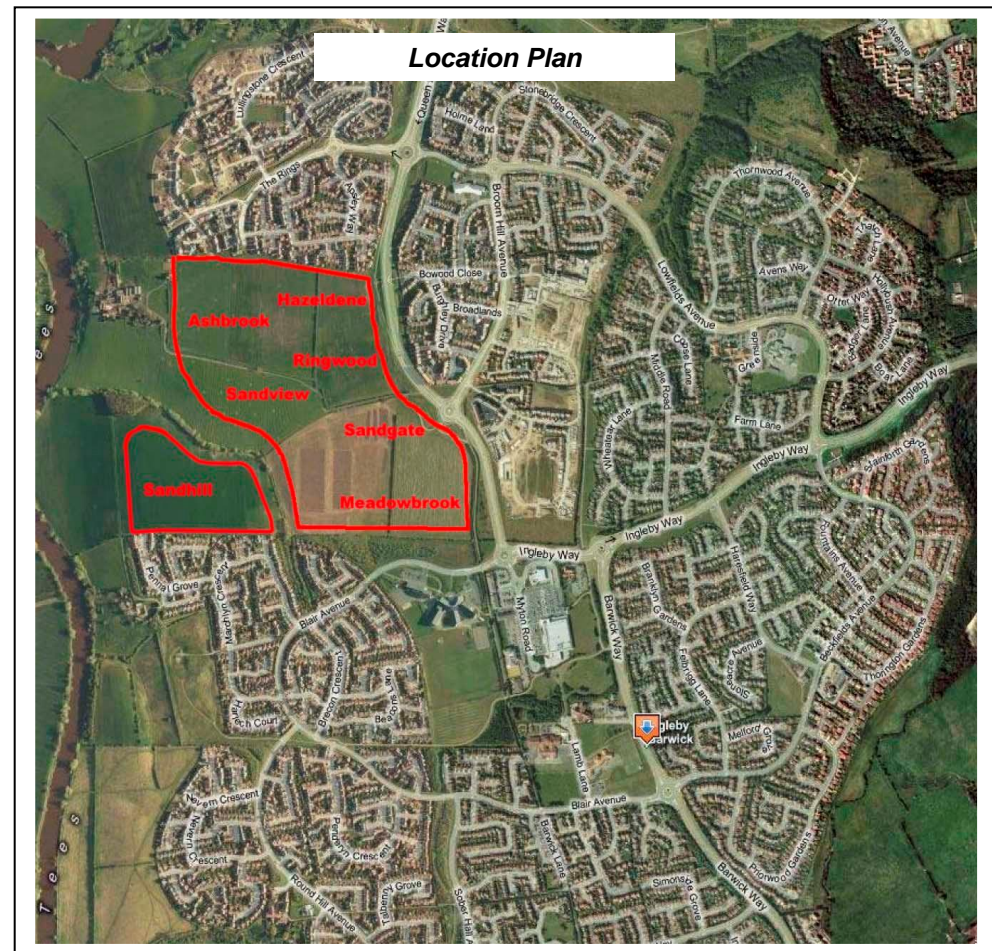
Area Covered by Brief

1.6 The original Development Brief which this document supersedes related to the completion of Villages 5 and 6 also commonly known as Broom Hill and The Rings respectively. Collectively, these areas form the North Western parts of the overall Ingleby Barwick development. Since publication of the initial Brief, Village 5 has been completed and as a result, the content of this revised document relates to the completion of Village 6 and the adjacent area of Sand Hill.

1.7 The remaining 'unbuilt' area of Villages 6, subject to this Brief comprise of the identified 2002 Masterplan areas of Ashbrook, Hazeldene, Sandview, Ringwood, Sandgate, Meadowbrook and Sand Hill.

1.8 The area covered by the Brief is bounded to the north by the built-out phases of Village 6 known as Riverview, The Forum and Oakfield and to open countryside to the west which extends to the River Tees. The eastern edge is bounded by the main arterial distributor road of Myton Way which provides vehicular access for each Village. Village 1 extends beyond the eastern boundary, and to the south lays Village 4 and the District Centre.

1.9 This document provides a hierarchy of development principles for Village 6 covered by the original Outline approval and Sand Hill which is subject to a separate Outline application including a Design and Access Statement. These plans will cover hierarchical street and movement patterns, including local distribution roads, home zone concepts as well as cycleways and footpaths. In addition, it will also highlight sensitive edges, recreational uses and how these will relate not only to the built form, but the wider countryside extending out to the River Tees. It also draws attention to areas which are of archaeological, geological and ecological importance.



Existing Development / Facilities

1.10 The area covered within this Development Brief is the final 'completion' phase of build within Ingleby Barwick as identified within the approved Masterplan. As a result, the majority of key services and infrastructure provision are already firmly established within the locality.

1.11 Most noticeably, the local centre has matured to provide a number of amenities including local shops, petrol station, medical services such as GP and dental practices and food outlets. In addition the local centre of Ingleby Barwick also accommodates a pharmacy, a Bannatynes Health Club and a library facility.

1.12 All shops and services are well connected through existing road infrastructure, an extensive network of footpaths and cycle ways as well as the existing public transport network which services the Ingleby Barwick villages.

1.13 The existing public transport providers, Arriva and Leven Valley Coaches, operate buses in Ingleby Barwick, with regular services to Stockton, Middlesbrough and Yarm during the daytime. This transport network is to be extended through the development of Village 6 to ensure integrated public transport proposals.

1.14 Education facilities have also been established with the construction of six primary schools as well as All Saints Secondary School, a Church of England secondary school catering for pupils aged 11-16, which is located in the centre of the estate.



2. SITE DESCRIPTION

Physical Character

2.1 The site is predominantly flat arable land which slopes gently North and West towards the wide valley of the River Tees. The northern boundary to existing residential development is flanked by an existing hedgerow which is to be retained and integrated into the character of the development creating an attractive interface between new and existing housing.

2.2 The site is dissected east to west by a vehicular access 'lane' to Barwick Farm to the West of the site boundary. This route is to be enhanced building upon existing features to create a series of attractive, connecting green spaces. Bordered in places by established hedgerow, which are to be maintained where possible, it is proposed that a pedestrianised green corridor through the development is created. During construction, the existing farm access along Barwick Lane is to be maintained; a permanent access will later come forward as part of the next phase of development. It is proposed that this access point will come from the south west of Barwick Lane to allow for maximum pedestrian usage and minimal vehicular intrusion.

2.3 The 'Sand Hill' site is approximately (9.3ha) 23 acres and forms the southern component of Village 6 commonly known as 'The Rings' which is situated within the North Western part of the overall Ingleby Barwick development. Existing residential development borders the site directly to the south and connected development to the north and east whilst open countryside borders the western boundary.

2.4 The site is currently arable land with a brook bordering the northern boundary, which runs eastwards along the existing field boundary. The southern portion of the site is relatively flat, however the land slopes gently northwards towards the water course. Beyond the western boundary of the site, the land slopes away more steeply affording long distance views towards the River Tees and Eaglescliffe. The western extent of the site aligns with that of the existing development to the south.

2.5 The Sand Hill development will comprise of lower density executive residential development and will benefit greatly from the existing physical character of the locality. The green wedge which runs along its northern and eastern boundary will create a landscaped buffer, building upon retained and enhanced ecological features as well as enhancing public access opportunities through the creation of new footpath and cycle links which 'loop' through the locality. The western boundary will take advantage of the strategic views across the Tees Valley with residential units facing outwards onto this area looking out towards the River Tees and also into this key 'green wedge' area.

Quarries

2.6 To the North and West of Quarry Farm there are the remains of two former quarry areas. A deposit of sand and gravel is believed to have been worked closest to Quarry Farm, whilst dolerite of the Great Whin Sill is understood to have been extracted further West towards Eaglescliffe. These activities have left disturbed ground with humps and hollows and steeper slopes overlooking the ox bow meander known as 'Great Holme'. The western quarry has near vertical sides and contains a small lake. The area of the quarries is identified as a Site of Nature Conservation Importance. None of these areas are affected as a result of development to come forward.

Surface and Subterranean Features

2.7 Apart from the Quarry areas the site is mainly covered by glacial drift mainly comprising boulder clay with some former lake deposits. There are laminated clays occurring towards the River Valley. To the West of Quarry farm there is known to exist the remains of an Iron Age – Romano British Settlement. Part of these remains are visible as crop marks in aerial photographs but the full extend of the remains is not established because the marks are most evident on lighter soils towards the quarries, but become more masked by heavier clay soils towards the west and south.

Land Ownership

2.8 The land has traditionally been farmed by different members of the Franks family from Quarry Farm and Berwick Farm respectively. Developable land which is covered by the 2002 Masterplan and subject of this Development Brief is currently owned by Persimmon Homes who are working in partnership with Stockton on Tees Borough Council.

3. CONSTRAINTS AND LIMITS OF DEVELOPMENT

Village Boundaries

3.1 The western boundary of the villages have required careful consideration to ensure that any development does not detrimentally impose of the surrounding open countryside. Higher density development will be set back from the development edge to allow for low density residential units to front out onto the open countryside as well as ensuring less obtrusive views from the river valley. In addition further landscaping will be planted to break up the urban edge to new development.

3.2 The northern boundary will be sensitively designed to ensure suitable standoff distances between new and existing residential development. Where possible, high quality hedgerows will be retained to further soften this interface. It is also important that new development compliments the existing urban form to create an attractive extension to the built phases of Village 6 to the north.

3.3 As with the northern boundary, the eastern and southern limits, including Sand Hill have been determined by reference to existing development. The treatments for these areas will need to sensitively designed to provide complementary forms of development within these areas. The boundary between the edge of Village 6 and Sand Hill will incorporate a 'green wedge' including a sensitively designed bridging point between the two areas. This wedge will build upon existing ecological features to create an attractive entrance feature incorporating an area of public open space which opens up into executive residential development at Sand Hill from the adjacent residential area.

3.4 The western boundary of Sand Hill will comprise of units fronting onto the open countryside taking advantage of the extensive views across the Tees Valley towards the River. The north western edge forms the 'green wedge' approach which provides a wide ecological buffer from adjacent development as well as pedestrian and cycle access along the development edge through the green wedge.

Land Outside the Limits to Development

3.5 The land outside the development limits is anticipated to remain in either farming or informal recreational use. In this regard linkages between the residential areas and the wider strategic open space will be created to maximise the recreational use of the riverside areas such as the adjacent Tees Heritage Park and Preston Park across the river.

3.6 In addition, the increased connectivity will allow access along the attractive green wedge which separates Sand Hill and the adjacent residential areas.

4. EDUCATION / COMMUNITY FACILITIES

Education Requirement and provision

4.1 As identified in the revised Masterplan and referenced in the previous Development Brief, there was a requirement for a primary school to be established and open for residents by January 2001. To ensure compliance with the original brief, the school site was relocated and built further north than the original allocated site, but is well connected through existing road infrastructure, an extensive network of footpaths and cycle ways as well as the existing public transport network which services the Ingleby Barwick villages.

4.2 The Government has allocated Ingleby Barwick to a “future wave” of the Building Schools for the Future programme and has given no indication as to the likely timing of this investment. Stockton’s current BSF strategy proposes that All Saints is increased from 600 to 900 places. However a study is currently on going to see if any other option, including increasing All Saints to 1,050 places would better meet parental demand for secondary school places. Should a second wave of BSF or any future form of funding be announced the earliest date that any option could begin to be implemented is likely to be 2016.



Possible future expansion: All Saints CE VA School

Community Facilities

4.3 As a result of additional consultation with IBIS Council members, it has been proposed that Village 6 could potentially incorporate a community facility on its easterly side both at the confluence of cycle routes and at a highly visible position for the growing community. Whilst this has been accepted in principle, the scale and massing of any community facility within this area will need to be debated in relation to providing adequate open space. As a community building within this location will result in the loss of open space (the area of which is finite) a balanced decision about whether this is the preferred option is required. A proposed site is therefore identified in the Brief allowing the formal decision on which option is preferred to be made via the determination process.

4.4 In addition to this the relocation of open space and availability of additional land in the south east corner of the site has also been identified for a potential future community focus.

4.5 In addition, a potential pub / shop site has been identified within Village 6. It has been agreed that the suggested siting of the pub needs to visually connect with Myton Way and be in close proximity to the potential community building site to the north. This siting allows for ease of access from the immediate vicinity of Village 6, but also the neighbouring Villages of Broomwood, Broom Park and Hillbrook to the east and Sand Hill to the south. Persimmon have agreed in principle to the provision of a pub /shop on the site, however, this facility requires the loss of developable housing land with planning permission. The site will be fully marketed but can only be procured via commercial terms appropriate to offset the lost residential value.

5. PRINCIPLES FOR DEVELOPMENT

5.1 A number of main themes or principles shall be considered in the design of development in Village 6. These build upon and add detail to the overarching Masterplan framework.

- Footpaths and cycleways are to follow established routes creating permeable links between neighbourhoods and the surrounding open countryside. Where new routes are created, these are to follow, where possible, existing hedgerows / field boundaries and be fully integrated into the landscape strategy for the site.
- The hierarchy of roads, footpaths and cycleways will demonstrate connectivity to new and existing residential development, but also link Village 6 and the Sand Hill development to key amenities within the local centre as well as other local facilities such as schools and medical centres.
- The street framework comprising of the main arterial routes and local access roads are to be laid out in accordance with the approved Masterplan, taking careful consideration of public transport routes to allow public transport permeability.
- As illustrated on the masterplan, the distributor road which currently provides vehicular access to the existing development to the north will be continued south through Village 6 connecting to the Myton Way district distributor road. This route will facilitate the provision of key public transport nodes, with strategically placed bus stops to maximise residential accessibility. Neighbourhood streets feed from the distributor road into residential areas containing home zones and shared surfaces as well as private drives and courts for dwelling access. A small number of residential units will gain direct access from the main distributor link. Street design will be in compliance with 'Manual for Streets' principles and discussions with the Highway Authority.
- Neighbourhood streets will primarily link together the residential areas feeding into Home Zone / Shared surface areas and private drives and courts and provide access to housing units. They will incorporate the following principles:
 - Character areas within neighbourhoods with an organised urban framework to give a variety of streets and spaces incorporating – squares, focal points, landscaping, permeable design.
 - Shared surfaces / Home Zones / Private Drives
 - Linking footpaths and cycleways.

- Street hierarchy will need to demonstrate compliance with the Council's parking standards.
- Housing within Village 6 shall comprise of detached, semi-detached and small terraced groups at medium density, with reduced densities along sensitive edges, with higher densities being achieved in the more central areas (via the additional incorporation of a proportion of flats) whilst ensuring overall density levels are in compliance with the approved masterplan (average of 30 dwellings per hectare) and PPS3 requirements.
- The proposed density levels for the Sand Hill site in accordance with the approved masterplan reflecting a residential environment best suited for executive development. Associated higher / medium density housing in the adjacent residential areas ensure that the overall density for Ingleby Barwick achieves the 30 dph requirement set in the Masterplan.
- All new housing will be built in compliance with current Building Regulations Part M to ensure housing is accessible to disabled residents.
- Carbon reduction targets on site will be in compliance with Core Strategy Policy 3 (CS3) which seeks to advance Code increases via the mandatory imposition of Part L of the Building Regulations.

The Sand Hill area will demonstrate compliance with RSS Policy 39 which sets out a 10% renewable energy target for the North East region up to 2010. Persimmon Homes are committed to this target and propose that 10% of energy supply for the Sand Hill development is generated from renewable sources. This is also in compliance with CS3 of the Stockton-on-Tees Core Strategy Publication Draft (October 2008).

- New housing shall be provided with ancillary space capable of being used to store at least two bicycles under cover in a secure manner and to store glass, metals, plastic, cardboard and paper in a separate and tidy manner.
- Housing development shall be designed in parallel with the landscape framework both within and beyond the developable area. Specific regard will be made to the preservation, where possible, of existing trees, hedgerows and other ecological features. Furthermore, the development areas will incorporate additional planting along key infrastructure routes. A variety of edge conditions will be required to ensure development seamlessly integrates with surrounding land use, whether they are additional residential areas, open countryside, highways or recreational facilities.

Affordable Housing

5.2 The remaining development principally has the benefit of outline planning permission and whilst specific affordable targets cannot be set for this component the product mix will align with SHMA work and Core Strategy policy requirements. The developers shared equity schemes and Home Buy Direct are extensively available and a significant proportion of smaller starter units will come forward to maximise market access levels.

5.3 In addition to this 15% affordable housing provision attributable to the Sand Hill area will come forward in conjunction with the wider development to specifically target the local requirements. These will be provided in accordance with a mix of housing type(s) and tenure(s) to be agreed with the Local Authority based on local needs. A significant proportion of these will be in the next phase of development and seamlessly integrated within the remaining neighbourhoods.

6. PATTERN OF DEVELOPMENT

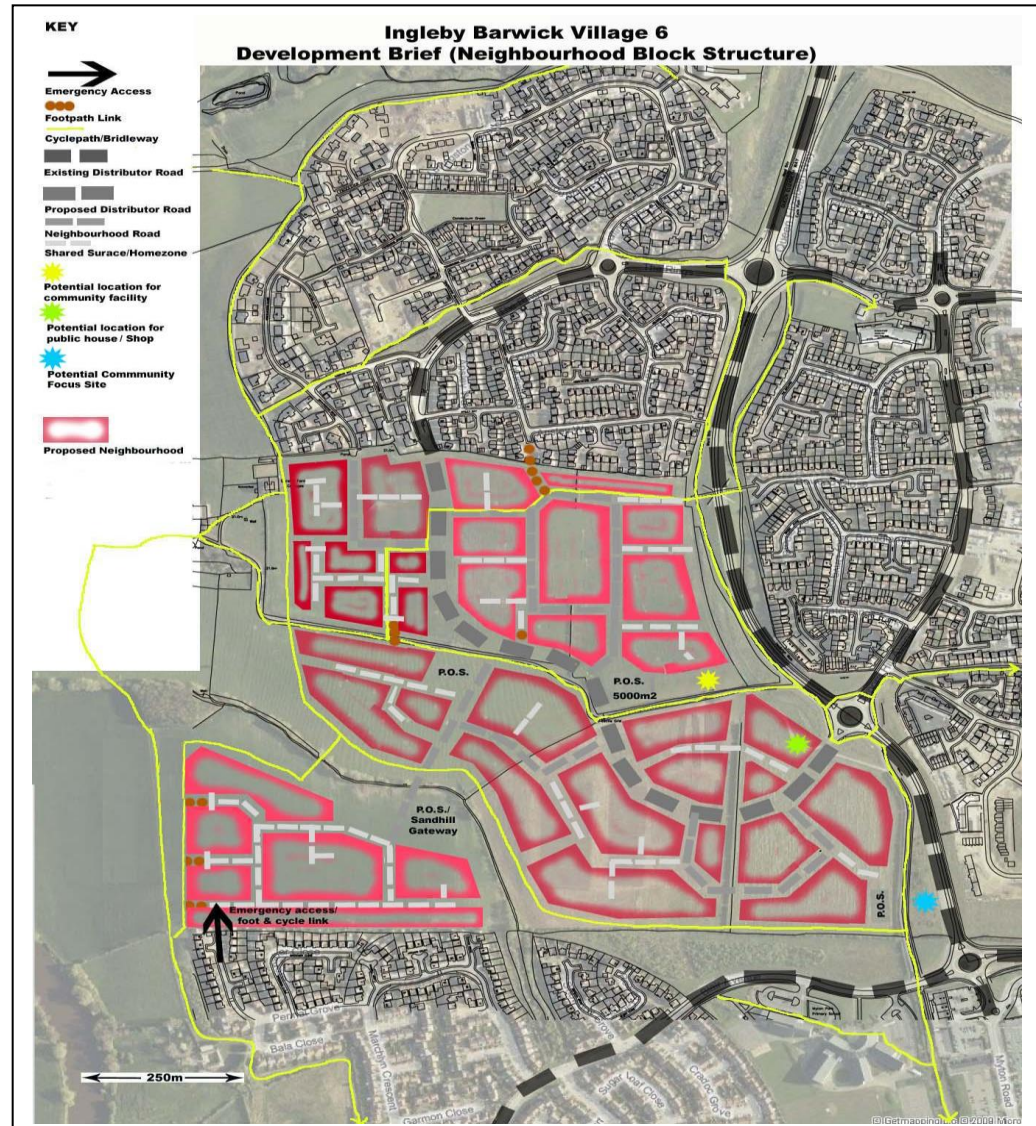
6.1 The general pattern of development as illustrated is in general compliance with the approved 2002 Masterplan for Ingleby Barwick which displays a series of connected neighbourhoods and associated green spaces.

6.2 The revised route plan show the extension of the spine road from the north through Village 6 creating a 'boulevard' link to Myton Way to the east. This key infrastructure provision will act as the main vehicular distributor link to residential areas with a maximum speed limit of 30mph. Subtle traffic calming measures will be introduced to provide sufficient deflection thus ensuring the speed limit along this spine road is not exceeded whilst capacity remains.

6.3 The spine road will accommodate bus services and include a series of identified bus stops strategically located to allow for maximum residential access.

6.4 Neighbourhood links from the main spine road will provide local access into residential character areas which will incorporate home zone / shared surface principles.

6.5 Sites for a potential community facility, community focus site and a pub / shop have been identified within suitable locations which have ease of access from both vehicular and pedestrian / cycle routes.



7. DESIGN OF LANDSCAPE SETTING

7.1 The formulation of a comprehensive landscape strategy is essential for the success of residential development within Village 6 and Sand Hill.

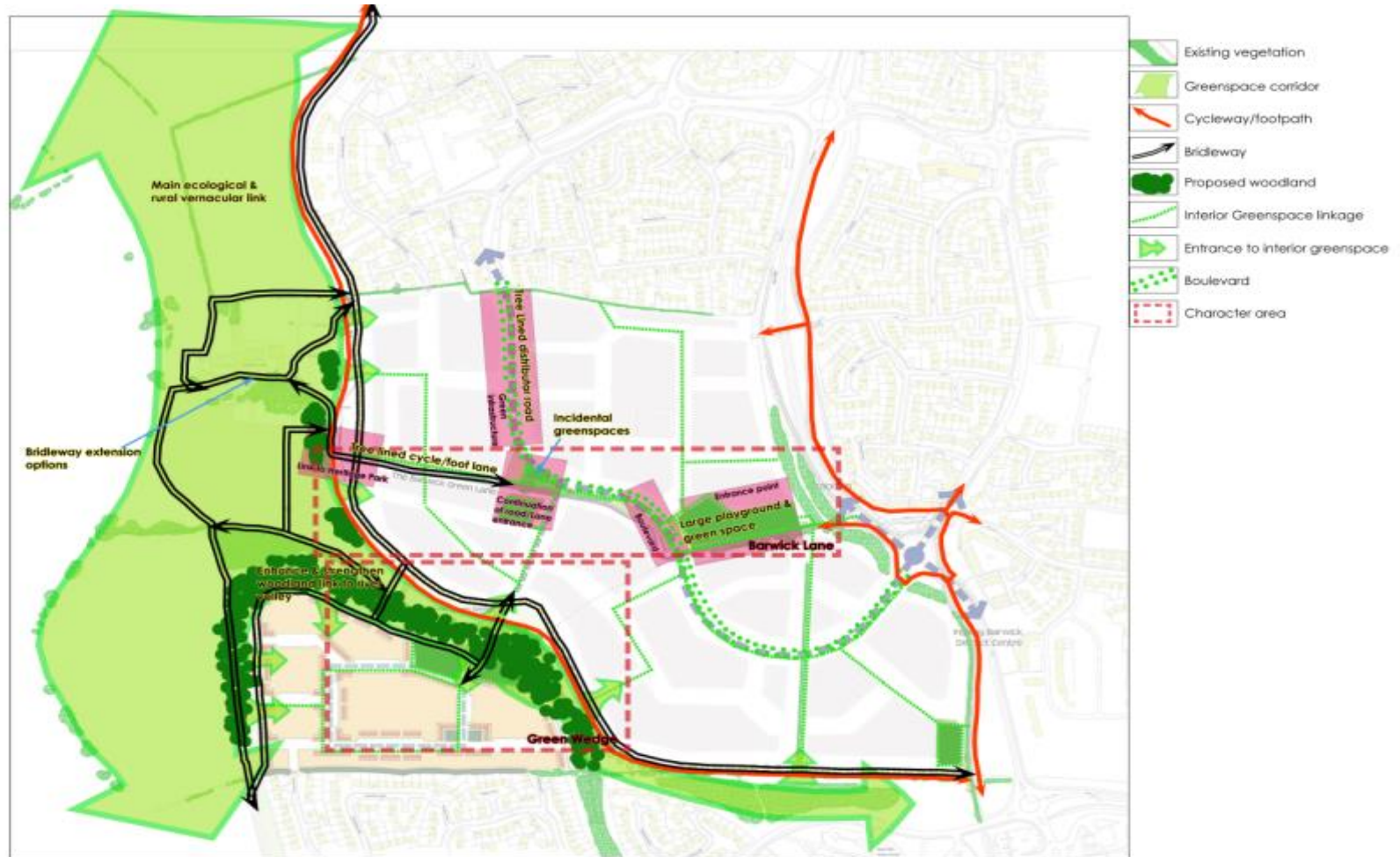
7.2 The principle aims of the landscape strategy are as follows:

- To create a contained landscape structure to the development with clearly defined boundaries and primary routes.
- To ensure that the different parcels of land within the village are appropriately planted to be visually complementary to the external landscape.
- To develop 'character areas', where appropriate, within the village allowing each community to identify with its particular neighbourhood and to visually locate each area within the village as a whole.
- To give each area of the built environment a 'sense of place' ranging from the primary road network through to the detail of individual home zone areas.
- To identify principles of detailed design within each area to ensure consistency in enclosures, planting and materials.

7.3 The landscape proposals have been split into three categories:

1. **Strategic Landscape** – Heritage Park / Green Lane / Green Wedge
2. **Internal patterns** – Hierarchy of streets / Paths / Play Areas
3. **Edge Treatments** – to include Gateway, Focal Grouping, Boulevard, Rural, Urban, Protection and Hedge Edge.

1. Strategic Landscaping



Barwick Green Lane

7.4 The Green Lane will provide a major pedestrian and cycle link through the development connecting existing development to the east to the Heritage Park and Tees Valley. This link will be broken down into four distinct character areas.

Entrance Point:



7.5 Key Characteristics:

- Large entrance point leading to Neighbourhood Play Area. Siting of play area has been centred within the green space to allow equipped play sufficient stand-off / buffer to adjacent housing.
- Creates a strong character area and key green entrance point to the development.
- NEAP standard play area: formal equipment with an informal open space.
- Additional planting to compliment the existing mature hedgerow and trees.
- Site of potential community facility.

7.6 The east end of the track connects to the main road. Additional tree planting will highlight entry points and trees in back gardens will continue the ecological link and visual line of trees.

7.7 The playground is designed to be a suitable distance from the houses whilst creating an interesting path network. The Neighbourhood Play Area standard requires areas of formal play equipment and informal play; provided by an open green space. Hedges help to screen this from the road and allow for enclosures to be created if desired.

7.8 This area allows a minimum 30m stand-off / buffer between fixed equipment to be installed and adjacent properties.


Potential Community Facility

7.9 As a result of additional consultation with local ward councillors, it has been proposed that Village 6 could potentially incorporate a community facility on its easterly side both at the confluence of cycle routes and at a highly visible position for the growing community. Whilst this has been accepted in principle, the scale and massing of any community facility within this area will need to be debated in relation to providing adequate open space within an area which forms part of the Myton Way road corridor. As a community building within this location will result in the loss of open space (the area of which is finite) a balanced decision about whether this is the preferred option is required. A proposed site is therefore identified in the Brief allowing the formal decision on which option is preferred to be made via the determination process.

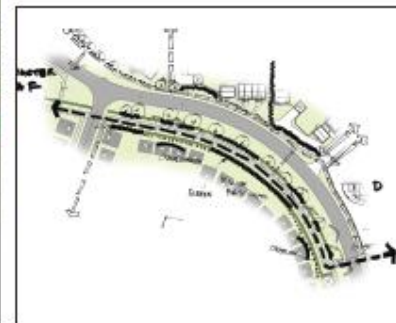
Boulevard:



Key

-  Tree
-  Hedge
-  Shrub and Scrub
-  Bulbs and herbaceous in grass
-  Private Path and low railing enclosure.

Concept Sketch



7.10 Key Characteristics:

- Mix of back and front facing units to help break up line of enclosures and facades.
- Generously planted tree-lined boulevard with shrubs to compliment.
- Buffer zone of landscaping between road and footpath.
- Trees set back on the inside edge of radius to allow visual splays.
- Hedges to screen back gardens.







7.11 The radius of the distributor road has a generous landscape buffer, shifting the footpath link to the inside edge of the housing. The existing hedge, where it is a broken zigzag will be removed and replacement planting will occur in the 9m wide landscape strip between cycle track and road.

7.12 Hedges will screen the backs of houses and links to the network of paths are present. The mix of back/front of houses on the footpath creates a varied boundary treatment. Shrubs will be used to screen desire lines.

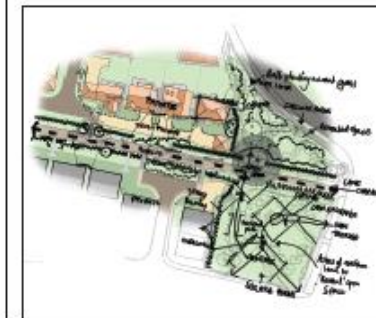
Continuation of road / Lane entrance:



Key

-  Tree
-  Hedge
-  Shrub and Scrub
-  Bulbs and herbaceous in grass
-  Private Path and low railing enclosure.
-  Footpath

Concept Sketch



7.13 Key Characteristics:

- Dual 'Pocket Park' inspired design adjacent to proposed bus stop position along northern and southern boundary of Lane Entrance.
- Both spaces create attractive leisure spaces designed to deter ball games.
- Set back 'broken' hedges permeate access and maximise view points through the site.
- Shrubs and trees delineate path without restricting views.
- Atmosphere of safety through natural surveillance.
- Trees act as visual cues to announce entry point to green lane from streets.


7.14 The green lane leads between housing, allowing distance for existing hedgerows and a verge of grass which can be enhanced with bulb planting. Pedestrian entry points will be highlighted by the use of grouped tree planting, to act as visual cues and improve legibility of the path. Gaps in hedges provide an opportunity for shrub planting, which allows some views through to housing. This natural surveillance will encourage an atmosphere of safety in this enclosed part of the green lane. Thus a separation of public – semi-private – private spaces is created while not completely restricting views.

7.15 Within the larger areas of green space, desire lines are picked up upon in the design and a small space is created that deters ball games.

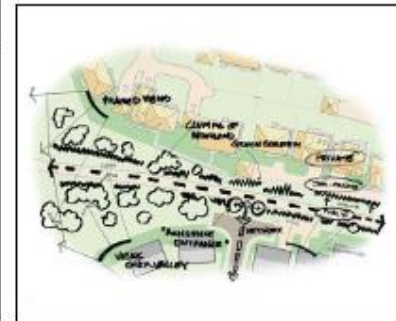
Link to Heritage Park:



Key

-  Tree
-  Hedge
-  Shrub and Scrub
-  Bulbs and herbaceous in grass
-  Private Path and low railing enclosure.

Concept Sketch



7.16 Key Characteristics:

- Creation of small scale green wedge which flows into the adjacent heritage park.
- Planting of smaller tree species will best suit the area to avoid conflict with adjacent housing.
- A vehicular access route from the residential area to Barwick Farm to be provided.
- Shrubs provide ecological links and allow partial views and natural surveillance.
- Overall transition from the enclosed green lane to an open rural landscape through the use of trees and hedge lines.

7.17 The west end of the cycle/foot path opens out onto the countryside and river valley. Whilst it is important to have this as an element that opens out onto woodland links (linking to the southern areas of woodland spine) it is also important to frame views from housing over the valley. Using clusters of trees that grade down to smaller groups an effect of character transition from Green Lane (enclosed) to rural landscape (open) is implied.

7.18 Screening semi-public areas is achieved through a mix of low-medium height shrubs and extending existing hedge lines. For ecological purposes native species of tree, hedge and shrub should be used. Gaps in hedges and shrubs encourage invertebrate and birds.

7.19 Vehicular access to the adjacent farm is provided within this section of the Barwick Green Lane. This has been strategically sited within the westernmost section to allow for maximum pedestrian usage and minimal vehicular intrusion. It should be demonstrated that vehicle access as necessary can be achieved.

Green Wedge

7.20 The 'Green Wedge' forms a naturalistic boundary between Village 6 and Sand Hill and comprises of mature trees and hedgerow as well as a small, very shallow stream, which runs along the north and east of the field, with a slow north-westerly flow. This stream joins the River Tees approximately 235m to the west. The stream appears to be dry at times throughout the year, with very low flow and small stretches where water has become stagnant.

7.21 It is intended that the retention, where possible of the existing vegetation within the Green Wedge as well as the enhancement of the surrounding land use for public open space, pedestrian and cycle footpaths and wildlife corridors will maximise the biodiversity value of this area whilst creating a resource that will be valued by the local community.

7.22 Two crossing points are proposed for the Green Wedge; the first crossing will primarily cater for vehicular traffic and is situated at the narrowest and least sensitive point in line with the current electricity pylons where minimal vegetation loss would occur. The second crossing will solely cater for pedestrian, equestrian and cycle access and will utilise the current farm access.



Planting in Housing Areas

7.23 Landscaping to be provided within residential areas within home zones will be used to provide adequate vehicular deflection and well as to break up and screen the parking provision and soften the rear aspect of properties both within and to the edge of the development. Street tree planting is to be utilised to further increase the green feel of the development while also providing reduced carriageway width and effective traffic calming.

7.24 Species and planting schedules will be in keeping with previous landscaping within the locality in order to maintain a cohesive appearance throughout the estate.

7.25 Within the Home Zones / shared surfaces, areas of low maintenance shrub planting will be introduced with surfaces to be shared for pedestrian and vehicular access.

7.26 For the private realm, enclosures will be typically open plan or in certain areas include low rails; in addition, planting will be introduced into the private space between drives.

7.27 Hard landscaping and 'pinch points' will utilise variation in surfacing materials both to lesser the impact of the parking provision and to passively guide both vehicular and pedestrian traffic around the development as well as reinforce the 'home zone' feel thereby further reducing vehicle speeds.

Play Areas

7.28 Play facilities are required to be provided to cater for a wide range of children. As illustrated on the landscaping plans it is considered that one 5,000m² Neighbourhood Play Area shall be provided which will include equipped play provision. This area shall include additional landscaping treatment and sufficient 30m 'buffer' stand-off to minimise the impact on nearby residential uses.

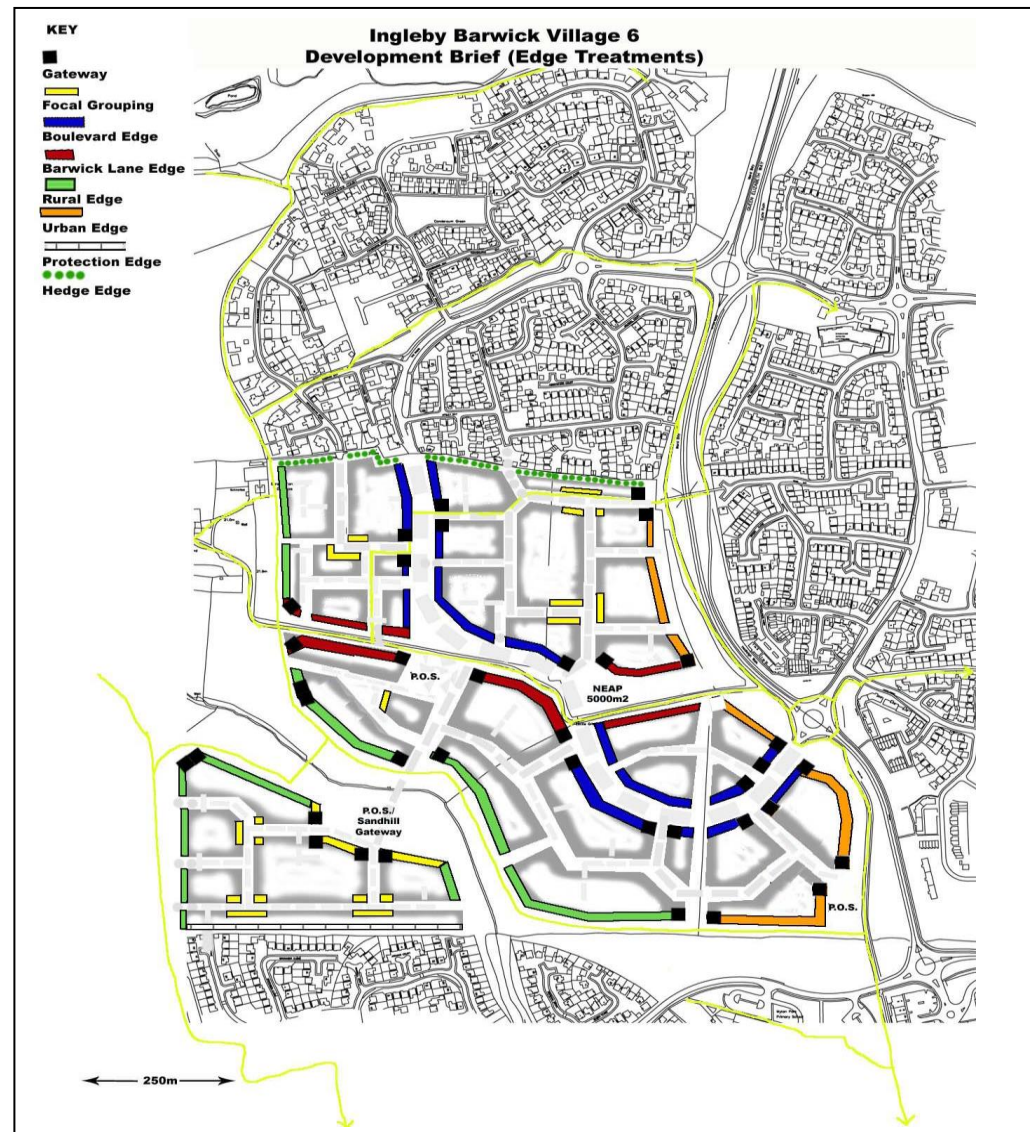
7.29 It has been noted that in completed villages of Ingleby Barwick, the smaller 'Pocket Parks' within neighbourhoods have often led to the creation of awkward areas of poor quality open space. As a result of developer consultation with Ingleby Barwick ward Councillors, and in conjunction with Council Officers, areas of P.O.S. have been arranged within the development to create larger, useable areas of open space. Although the siting of the open space shows a departure from the Adopted 2002 Masterplan for villages 5 and 6, the level of open space within the development shows general compliance. These have been strategically located to act as focal 'gateways' into the 'Barwick Lane' character area.

7.30 Within Sand Hill a generous area P.O.S. will be provided as a 'gateway' entrance to the site which will not only compliment the adjacent 'green wedge' but also create a usable, functional and attractive focal point for the executive housing area. Due to the low density development within Sand Hill, no additional areas of P.O.S. are required.

3. Edge Treatments

7.31 The Edge Treatment Plan demonstrates following principles:

- **Boulevard Edge**
 - Strategic Tree Planting creating an attractive 'boulevard' street scene.
 - Subtle traffic calming to discourage speeding
 - Direct residential access at suitable points in agreement with the Highway Authority.
 - Nip points to exploit bus stops, crossing points and road entrances.
 - Positive relationship between the road, footpaths and landscaping.
- **Urban Edge**
 - Primarily located along major highway routes particularly along the boundary to the 'Myton Way' link road to the east and Blair Avenue to the south.
 - A small section of 'urban edge' will form part of the entrance leading towards Sand Hill.
- **Rural Edge**
 - Sensitive edge treatment adjacent to the wider strategic open space, noticeably the green wedge separating Sand Hill to Village 6 and along the western boundary.
 - Low density development set back from development boundary.
 - Residential units to front out onto open space.



- **Barwick Lane Edge**
 - Four key areas: Entrance Point / Boulevard / Lane Entrance / Link to Heritage Park.
 - Good quality hedgerows to be maintained where possible.
 - Widen towards Heritage Park allowing green space to 'flow' into the urban area.
 - Units to be pulled back from edge maximising open space whilst retaining 'lane like' character.
 - Planting to create a continuous green lane, without restricting views.

- **Hedge Edge**
 - Existing hedgerow along the northern boundary of the development site to be maintained / preserved.
 - Units to 'back on' to edge to provide sufficient stand-off from existing development and maintenance access.

- **Focal Groupings**
 - Situated around areas of open space.
 - Front onto P.O.S to allow natural surveillance of these areas.

- **Gateways**
 - Key grouping of buildings situated at strategic 'gateway' points within the site.
 - Units to be characterised to create attractive entrance points along focal network points.

- **Protection Edge**
 - Situated along the southern boundary of Sand Hill.
 - Low density units to be set back from the development edge to provide sufficient 'buffer' and stand-off from the existing residential development.

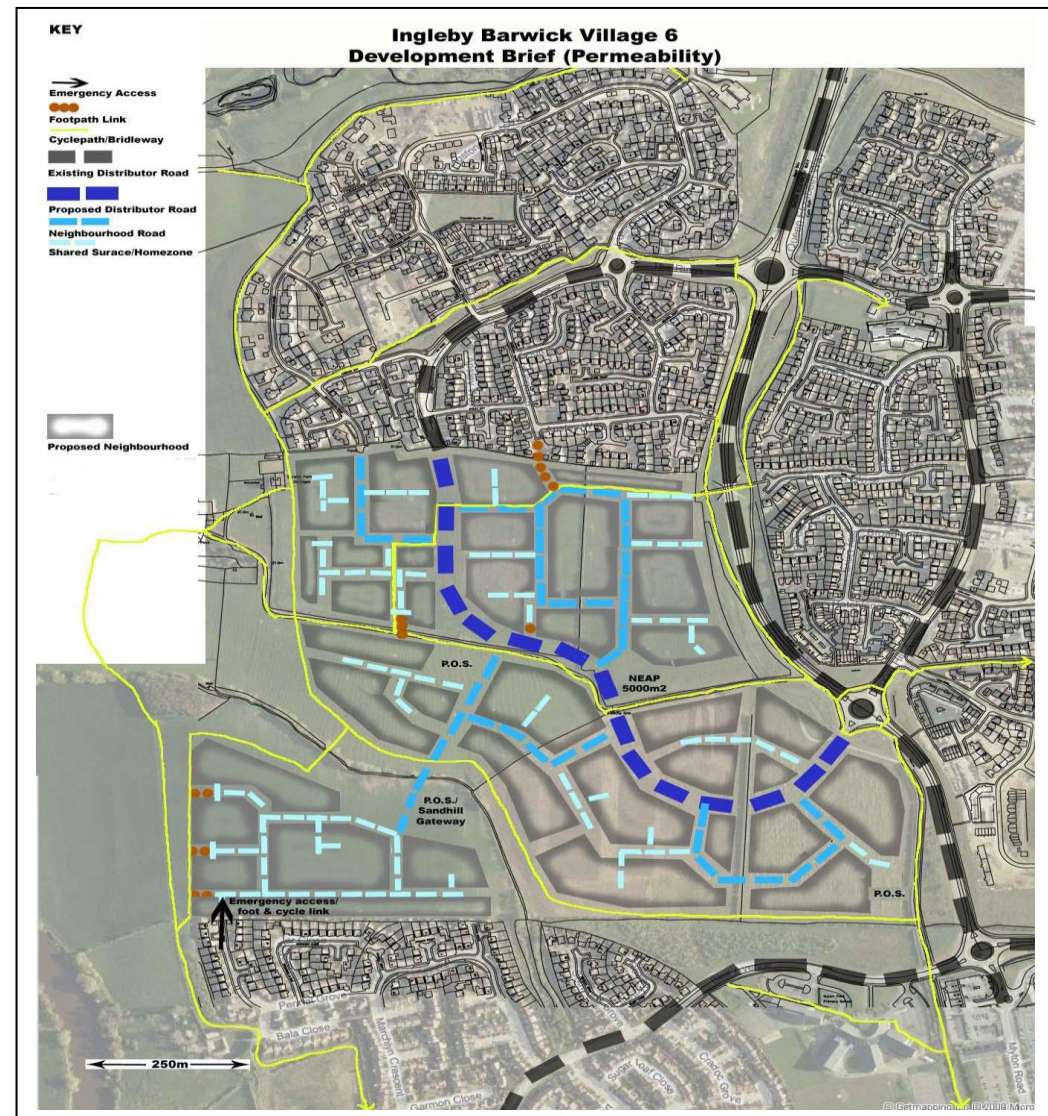
8. DESIGN FOR MOVEMENT

Hierarchy

8.1 The network for vehicular movement will be based on a similar hierarchy that was established for the other Villages in Ingleby Barwick, and will consist of a main distributor road with neighbourhood streets feeding from this into residential areas containing home zones and shared surfaces as well as private drives and courts for dwelling access. A small number of residential units will gain direct access from the main distributor link in agreement with the Highway Authority with appropriate safety considerations being assessed. Street design will be in compliance with 'Manual for Streets' principles.

8.2 The distributor 'boulevard' which is used to access the residential units within the completed areas of Village 6 will be extended south and will connect with the existing junction with Myton Way. The speed limit on the new section of road will be 30mph and will be designed accordingly with subtle traffic calming measures put in place to discourage speeding whilst not reducing capacity. Direct access to residential units will occur from the distributor road at suitable locations.

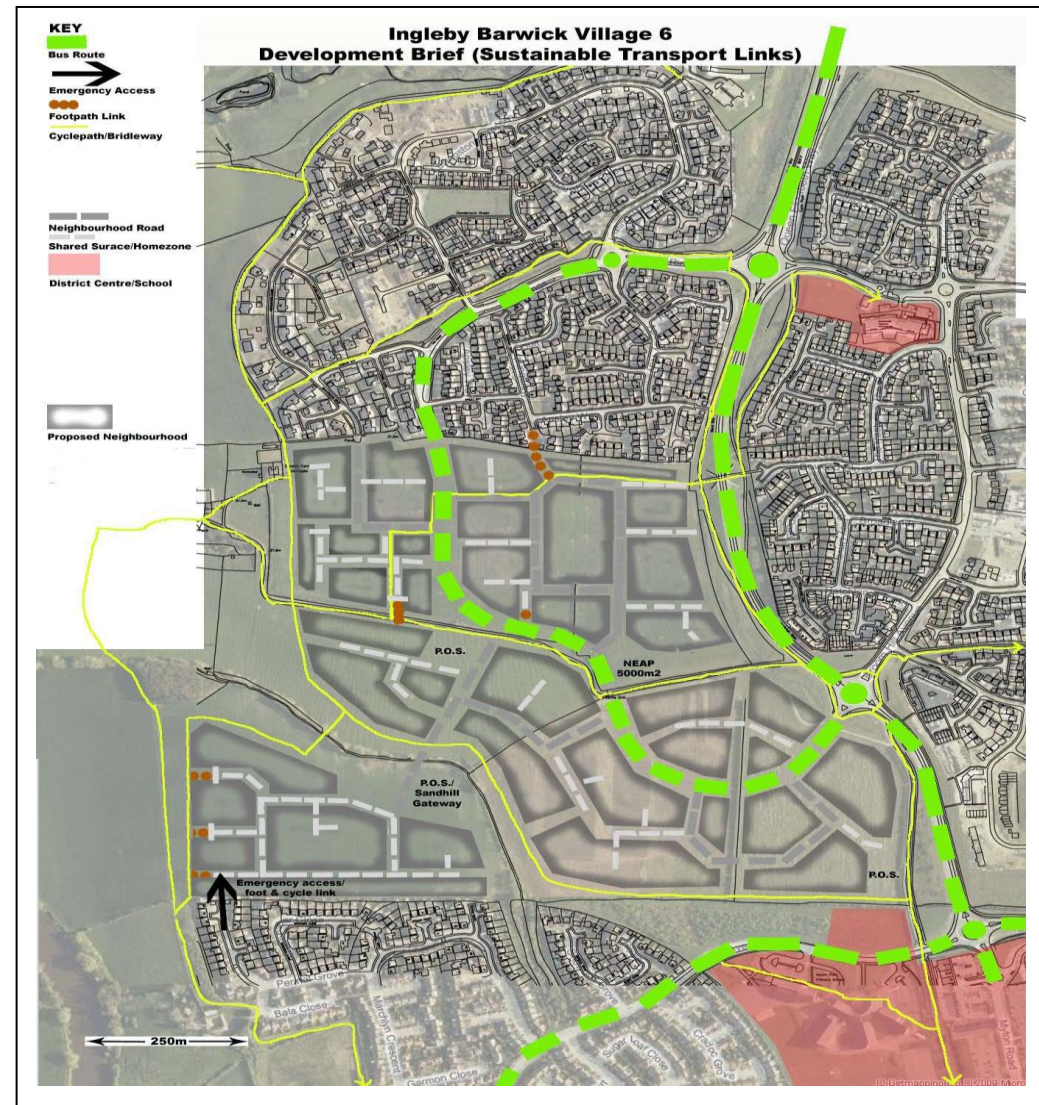
8.3 Areas of housing of the two villages including Sand Hill will be served by neighbourhood roads. Design elements such as restricted width at pinch points as well as home zone / shared surface design will be incorporated to control vehicle speeds, generate on street activity and create distinctive character areas.



Transport Modes

8.4 Public transport permeability will occur through the provision of a bus route along the distributor road; identified stopping points as indicated on the adjacent sustainable Transport Plan allow maximum access for residents.

8.5 Cycleways and footpaths shall conform to the design established in the 2002 Masterplan and will extend the network of combined cycle path routes into and around the new residential areas. In turn these will connect to the existing footpath and cycle links which extend beyond the development boundaries into the local centre and associated amenities to the east and also the adjacent Tees Heritage Park to the west.



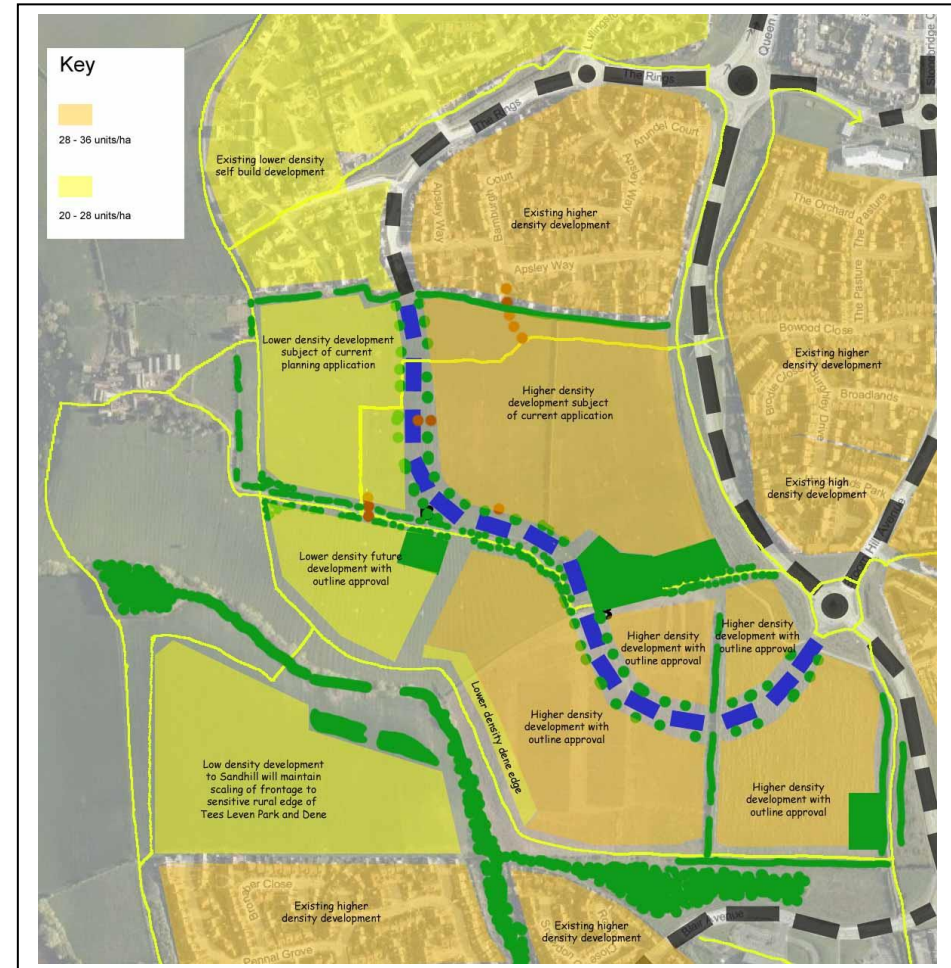
9. DESIGN FOR HOUSING

Housing Density

9.1 With regard to densities the Masterplan sets out two density ranges with a ceiling of 36dph for the higher range. Development within the 'Broomwood' area of Village 5 has exceeded this ceiling considerably and it is therefore imperative that future development is consistent with the established density ranges. In recognition of this imperative, Policy CS8 of the Stockton-on-Tees Core Strategy Publication Draft states, 'Higher density development will not be appropriate in Ingleby Barwick.'

9.2 Housing within Village 6 shall comprise of a mix of detached, semi-detached and small terraced groups at medium density. Reduced densities along sensitive edges, with densities up to a ceiling of 36dph being achieved in the more central areas, ensure the overall density levels are in compliance with the approved masterplan (average of 30 dwellings per hectare) and PPS3 requirements. If any development is proposed that exceeds the 36dph ceiling, such as high-density flats, then the onus will be on the applicant to demonstrate that this is clearly offset by reduced densities elsewhere.

9.3 The utilisation of Sand Hill for executive residential units, the inclusion of additional landscaping and open space provision, and its strategic siting along the urban edge overlooking the adjacent countryside allows the opportunity for low density development without detrimentally compromising the standards set within the approved masterplan and development brief for Ingleby Barwick which will ensure the overall development (including Sand Hill) achieves 30 dph.



Housing Types

9.4 The completion of development within Village 6 will offer a wide range of housing opportunity for prospective residents. The type of housing, ranging from smaller terraced 'starter homes' to larger semi-detached and detached dwellings allows for the continued provision of housing for all market sectors.

9.5 The remaining development principally has the benefit of outline planning permission and whilst specific affordable targets cannot be set for this component the product mix will align with SHMA work and Core Strategy policy requirements. The developers shared equity schemes and Home Buy Direct are extensively available and a significant proportion of smaller starter units will come forward to maximise market access levels.

9.6 In addition to this 15% affordable housing provision attributable to the Sand Hill area will come forward in conjunction with the wider development to specifically target the local requirements. These will be provided in accordance with a mix of housing type(s) and tenure(s) to be agreed with the Local Authority based on local needs. A significant proportion of these will be in the next phase of development and seamlessly integrated within the remaining neighbourhoods.

9.7 The connection of the Sand Hill development with the wider Ingleby Barwick area ensures that the creation of a new residential parcel within the locality not only compliments, but seamlessly integrates with the adjacent residential areas.



Design Quality

9.8 PPS1 paragraph 35 states that new development must:

“function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development.”

9.9 All application proposals need to be prepared in the light of relevant, up to date guidance on good design and layout, and will deliver a sustainable development in the long term.

9.10 PPS1 also states that good design should:

- Address the connections between people and places by considering the needs of people to access jobs and key services;
- Be integrated into the existing urban form and the natural and build environments;
- Be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
- Create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and,
- Consider the direct and indirect impacts on the natural environment.



9.11 The completion of Village 6 and new development at Sand Hill will be in compliance with the above PPS1 good design criteria.

Sustainable Development Considerations

9.12 The facilitation of development within Village 6 and Sand Hill will allow for housing completions to occur over a 10-15 year projection period. As a result, advancements in sustainable development will come forward as part of legislative requirements within this period.

9.13 All new housing will be built in compliance with current Building Regulations Part M to ensure housing is accessible to disabled residents.

9.14 Carbon reduction targets on site will be in compliance with Core Strategy Policy 3 (CS3) which seeks to advance Code increases via the mandatory imposition of Part L of the Building Regulations.

9.15 In addition, the Sand Hill site will demonstrate compliance with RSS Policy 39 which sets out a 10% renewable energy target for the North East region up to 2010. Persimmon Homes are committed to this target and propose that 10% of energy supply for the Sand Hill development is generated from renewable sources. This is also in compliance with CS3 of the Stockton-on-Tees Core Strategy Publication Draft (October 2008).

9.16 PPS 1 sets out the Government's aims for sustainable development which in short can be summarised as; social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and the maintenance of high and stable levels of economic growth and employment.

9.17 Paragraph 5 confirms that:

“Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life.”



10. DESIGN GUIDANCE AND SPECIFICATION FOR INFRASTRUCTURE WORKS

Public Utilities

10.1 Water, Gas, Electricity and Telecom Facilities will be made available in the vicinity and developers will be expected to make their own arrangements with the various utility companies. All main electricity and telephone cables are to be installed below ground.

Drainage

10.2 A separate foul and surface water sewer must be designed and constructed in accordance with Water Authorities Association, Sewers for Adoption, Edition No 3.

10.3 Builders will be required to enter into an agreement with the Council under Section 104, Water Industries Act 1991 for the adoption of sewers, which will require the provision of a bond payment of inspection fees.

Roads, Footways and Cycleways

10.4 The developer will be required to enter into an agreement with the Council under Section 38 of the Highways Act 1980 for the adoption of the works which will require the provision of a bond payment of inspection fees.

Car Parking and Garaging

10.5 Car Parking and Garaging will demonstrate compliance with the Council's parking standards.

Refuse Collection and Fire Appliances

10.6 The road and footpath layout should be so arranged that the maximum carry distance for refuse collection shall be no more than 25 metres. Fire appliances require in the case of single family dwelling houses an access route which will permit them to approach within 30 metres of any point within the area of the ground floor.

10.7 In the case of any flats or maisonettes exceeding 9 metres in height and with a volume not exceeding 7,100 cubic metres, appliances should be able to approach 16% or more of the combined length of the perimeter walls, in order to gain access to the interior of the building. Access routes for fire appliances may be public highways, private roads, footpaths or specifically strengthened and defined routes through the surrounding landscaping to the building. They should have width of 3.7 metres, with 3.1 metres at gateways and minimum clearance height of 4 metres. Access routes including any manhole covers and public utility service pits should be capable of carrying a laden weight of 12.5 tonnes.

Landscape Works

10.8 The developer and builders shall take all necessary precautions to safeguard existing features that are to be retained. Any damage caused to roads, paved or grassed areas, trees, hedgerows or any other structure shall be repaired, replaced or reinstated to the satisfaction of the Local Planning Authority.

11. IMPLEMENTATION

11.1 Condition 1b) of the Outline consent requires a development brief to be prepared for each stage of development, which would include a programme of development. The condition states [emphasis added]:

*'Development shall only proceed in the order indicated in the Plan and in accordance with **detailed development programmes to be identified in development briefs to be prepared for each phase of development**, such briefs to be submitted to and agreed with the Local Planning Authority or in default by the Secretary of State prior to the submission of detailed plans'*

11.2 The extant outline permission does not require the development to be built at any particular rate or in any particular direction. However, it is for this Brief, or any successor Briefs to demonstrate a logical approach to implementation and ensure sensible and pragmatic connections and direction of build whilst retaining essential flexibility to respond to market conditions and allow for land trading.

1. Key Principles – Programming of build

11.3 There are certain key principles which govern the approach to implementation of the residual development land at Ingleby Barwick. These include:

Traffic and Infrastructure

- The early completion of The Rings Distributor Road between Broom Hill Roundabout and Myton Way / Queen Elizabeth Way. This will assist in facilitating the progressive build of residential development within Village 6. In addition, the route will deal with the distribution of traffic, provide infrastructure connections, public transport penetration and allow best practicable options for Health and Safety in construction. Construction traffic should not use existing residential areas.
- Early completion of the distributor road will allow for the commencement of the Sand Hill development within 5 years.
- Throughout the programme of build, vehicular access to Barwick Farm to the west will be maintained. On completion of the associated 'Green Infrastructure' access will be achieved from the residential neighbourhood of Sandview which lays directly south of the 'Barwick Green Lane' character area.

Impetus and Choice

- The provision of distinct housing market areas including family housing, starter homes, self-build and executive-style and affordable homes. This will provide a range and choice of homes and also allows faster delivery by opening up to distinct markets. The initial application (Ashbrook / Hazeldene / Ringwood) for a wide range of residential development ensures the continued availability of all market sectors as well as providing affordable housing to meet specific local needs. The variety of residential options ensures a range of densities can be achieved on site, allowing for higher density development directly adjacent to the town centre as well as areas of lower density, executive units placed along sensitive development edges and within Sand Hill; this range of densities ensures overall density levels are in compliance with the approved masterplan (average of 30 dwellings per hectare) and PPS3 requirements.

Recreation

- The early implementation of leisure / recreation space and links from Ingleby Barwick through Village 6 to the Tees Valley recreation area to the West. This will provide early benefits for the new residents of the new homes (the Neighbourhood Equipped Area of Play) through implementation prior to the final occupation of adjacent houses in Hazeldene and Ringwood.
- The final phase of the Barwick Green Lane will be fully landscaped for public recreation on completion of 'Sandview' to the south. This is to ensure vehicular access to Barwick Farm along the lane can be maintained throughout the build process, until the permanent access from the Sandview neighbourhood is achieved.
- Construction of the link road connecting Sand Hill to Sandview to the north will trigger commencement of the Green Wedge enhancement; the adjacent area of recreational open space and associated pedestrian and cycle routes will come forward in conjunction with the completion of residential units within Sand Hill.
- Pedestrian and cycle links around the southern edge of Sandview and Meadowbrook as well routes along the northern and western edge of Sand Hill will connect neighbourhoods with Ingleby Barwick local centre.

2. Wider Ingleby Barwick

11.4 In addition to providing a wide choice of housing units, the commencement of development within Village 6 and Sand Hill will also kick start a series of wider benefits for the Ingleby Barwick community.

- The 15% affordable housing provision attributable to the Sand Hill area will come forward in conjunction with the wider development to specifically target the local requirements. These will be provided in accordance with a mix of housing type(s) and tenure(s) to be agreed with the Local Authority based on local needs. A significant proportion of affordable units will be implemented within the first phase of build within the Ringwood neighbourhood.
- The planned school within Village 6 has been relocated and open since 2001.
- Prior to the completion of development at Sand Hill local bus services will feed onto the distributor road providing sufficient public transport coverage for residents.
- Completion of development will result in enhanced 'green infrastructure' integrating new pedestrian and cycle routes to the existing network.
- Approval of Sand Hill will provide significant additional funding for further infrastructure investment urgently required within Ingleby Barwick.

Future Development

11.5 Within 5 years full details of the Sand Hill scheme will be submitted, approved and implemented including the road connection, the commencement of building and green infrastructure. Delivery of Sand Hill is fundamental in completing development within Ingleby Barwick. The granting of planning permission and implementation of the accompanying S106 Agreement will ensure the delivery of much needed funding to facilitate urgent infrastructure improvements associated with the completion of Ingleby Barwick.

Conclusion

11.6 The implementation of development within Village 6 and the Sand Hill area of Ingleby Barwick demonstrates a pragmatic, sensible and logical sequence of build. The delivery, upfront, of essential infrastructure ensures options to maximise market penetration across the market sectors.

11.7 Alongside the residential units is the facilitation of areas of public open space, character areas and new footpath and cycle connections to allow for maximum accessibility not only within the residential neighbourhoods, but into the surrounding areas of recreational open space.

11.8 Via the S106 for Sand Hill additional funding for wider infrastructure improvements will be secured and allow for the early implementation of urgently needed investment.

11.9 Finally the programming of build provides flexibility in order to maximise delivery and ability to adapt to changes in market conditions. This is essential to ensure the continued growth in investment and infrastructure and subsequent completion of development within the locality. Persimmon Homes will work in conjunction with Stockton on Tees Council to ensure delivery contributes towards annual housing targets for the region, which can be effectively monitored through Council Annual Monitoring Report documents.