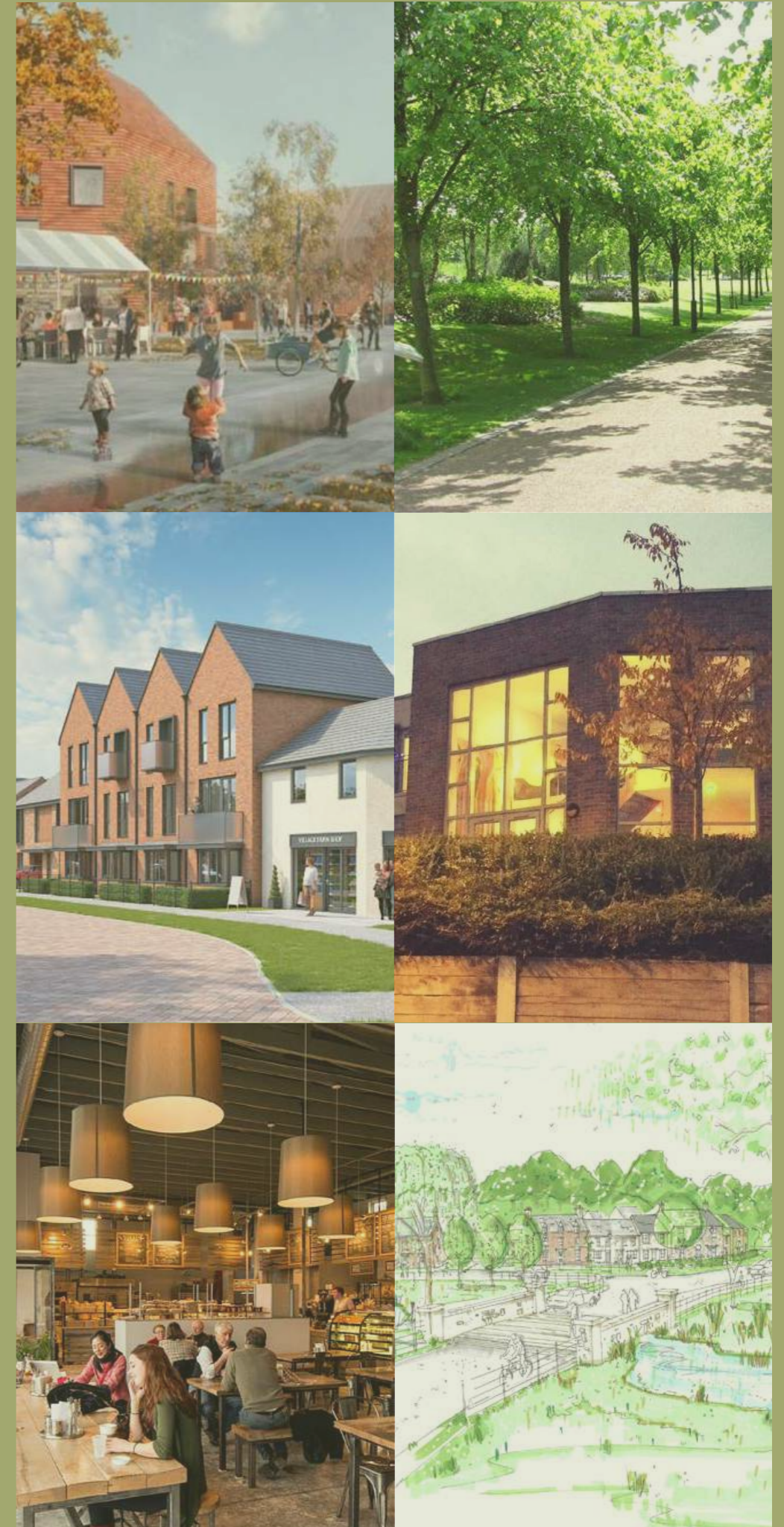




Architecture
Masterplanning
Urban Design

Burtree Garden Village Masterplan Document

April 2024



Contents

01 Introduction

1.1 Introduction	6
1.2 Planning Context	8
1.3 Healthy New Towns	10
1.4 Garden City Principles	11

02 Consultation

2.1 Community Consultation	16
2.2 Engagement and Consultation with Darlington Borough Council	17

03 Existing Design Context

3.1 Land Ownership	19
3.2 Existing Accessibility	20
3.3 Landscape	23
3.4 Visual	32
3.5 Services and Facilities	33
3.6 Character Studies	34
3.7 Heritage	41
3.8 Constraints & Opportunities	42

04 The Vision

4.1 Overarching Vision	45
4.2 Concept	46
4.3 Landscape, Green infrastructure and Biodiversity	48
4.4 Landscape Strategy	54
4.5 Landscape-led Approach	56
4.6 Illustrative masterplan	59

05 Approach to Planning and Phased Delivery

5.1 Phased Delivery of the Allocation	61
5.2 Planning	63

06 The Access Road, Movement and Accessibility

6.1 The Access Road	65
6.2 Sustainable Movement Strategy	66
6.3 Indicative Primary and Secondary Streets	67
6.4 Placemaking Approach to Spine Road	68
6.5 Landscape Led Approach to Spine Road	69
6.6 The Spine Road - Cross Sections	70
6.7 Phase I Movement Strategy	77

07 Approach to Delivering New Homes and Place Making

7.1 Indicative Housing Mix	79
7.2 Character Areas	80
7.3 Quantum of Development	83
7.4 Parameter Plans	86

08 Approach to Employment

8.1 Policy	92
8.2 Commercial Use	92

09 Social and Community Facilities

9.1 Policy	95
9.2 Design Approach	95

10 Heritage and the Stockton and Darlington Railway

10.1 Heritage Site Context	98
10.2 Archaeological Remains	99
10.3 Design Approach to Heritage Assets	100

11 Approach to Delivery and Phasing

11.1 Infrastructure, Delivery and Phasing	103
11.2 Delivery of Phase I	104
11.3 Wider Masterplan and Community Facilities	105

12 Technical Information

12.1 Blue Infrastructure	112
12.2 Highways Proposals	116
12.3 Internal Highways and Parking	118
12.4 Residential Amenity	120
12.5 Sustainable Design and Energy Efficiency	122

13 Appendices

13.1 Infrastructure Phasing Plan	124
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Revision	Date	Revision Notes	Prepared by
D1	19/08/2022	First Draft	KW
D2	12/10/2022	Work in progress draft, most sections completed	SQ
D3	14/10/2022	Amended following comments	KW
D4	21/10/2022	Amended following latest comments	SQ / KW
P1	15/12/2022	Amended following latest comments	SQ
P2	04/09/2023	Amended following comment from HE	SQ
P3	08/11/2023	Amended following comments from HE	SQ
P4	16/11/2023	Amended following additional comments	SQ
P5	04/12/2023	Additional Commentary added	SQ
P6	25/04/2024	Phase I Delivery Sequence amended	SQ

The Vision

Burtree Garden Village is a strategic opportunity to create a mixed-use sustainable community to the north west of Darlington at Greater Faverdale. The scheme will be self sufficient whilst also nestling itself into the surrounding context providing a wide range of educational, community, employment and recreational facilities.



EMPLOYMENT AND COMMUNITY FACILITIES

Provision of new employment and mixed-use opportunities along with new community infrastructure and education facilities.



HIGH QUALITY HOMES

A new residential neighbourhood and self-sustaining community, offering a wide range of housing typologies and tenures enhancing sustainability.



PLACES TO RELAX AND PLAY

Access to a significant amount of POS, sports and recreation opportunities within easy reach of new homes across the site will provide numerous places for recreation and informal play.



LANDSCAPE-LED APPROACH

Burtree Garden Village will be a mixed use development with high quality design and will provide a higher percentage of Public Open Space than a typical urban extension. The scheme will set itself apart from other similar developments due to its emphasis on landscape-led design.

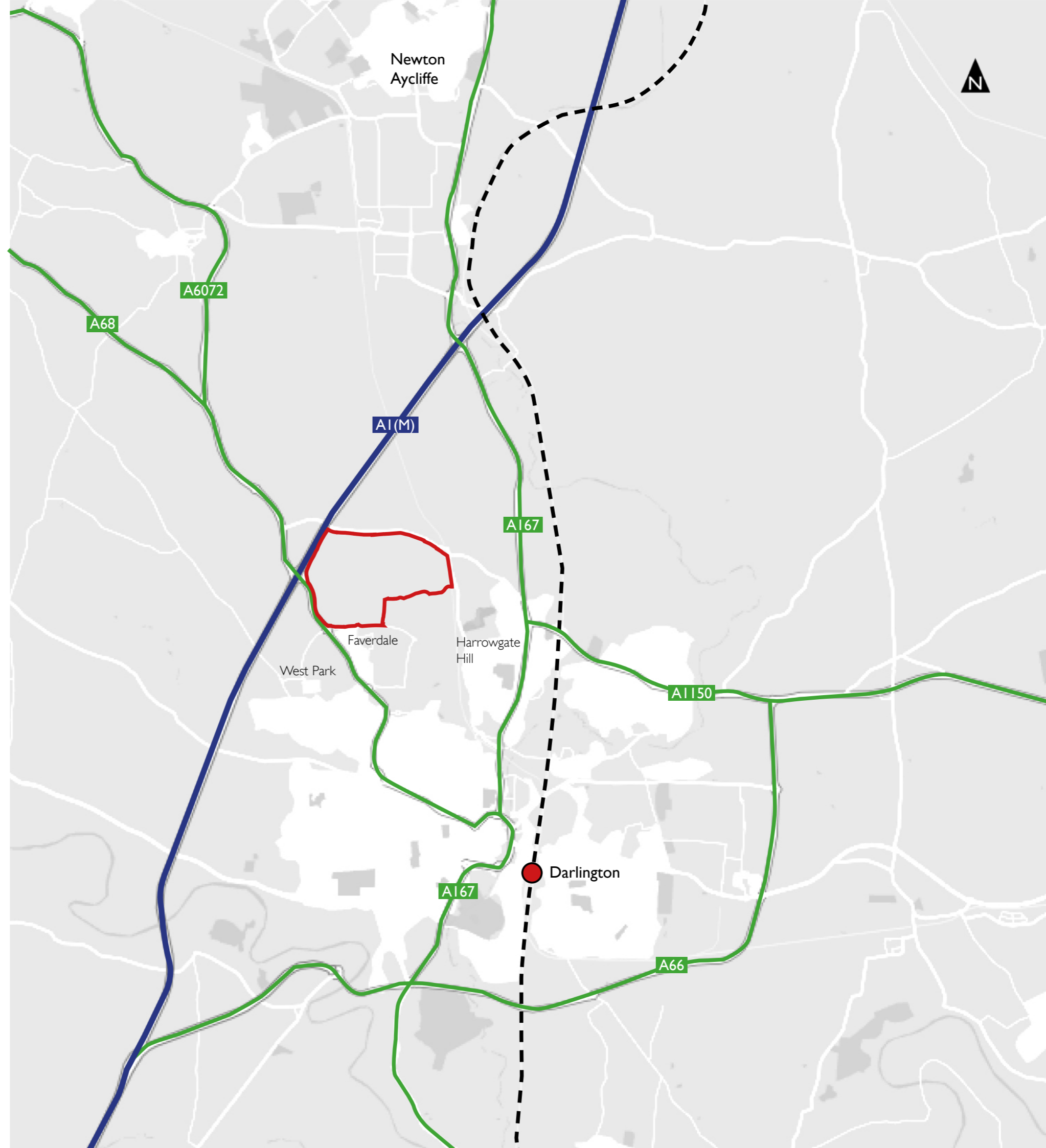


0 | INTRODUCTION AND CONTEXT

1.1 Introduction

Burtree Garden Village is a strategic opportunity to create a mixed-use sustainable community to the north west of Darlington at Greater Faverdale. The Site, which is identified by Policy H11 of the Darlington Local Plan, is allocated for approximately 2,000 homes and approximately 200,000 square metres of employment space alongside a neighbourhood centre, community facilities, a school, green and blue infrastructure, and strategic road infrastructure. A requirement of the Local Plan is that development at Greater Faverdale, which will likely be delivered during the current and future plan periods and subject to a number of planning applications be guided by an overarching masterplan which establishes a clear vision for the delivery on the site and sets out key design principles.

The 177.8 hectare Site is located to the east of the A1 and south of Burtree Lane in the Faverdale area of Darlington. It forms part of a wider growth strategy for the settlement of Darlington and in particular the expansion of northern Darlington, with the Darlington Local Plan identifying land to deliver 10,000 new homes across the Borough and 7,000 net additional jobs. Part of the strategy to deliver this growth is through the allocation of land on the periphery of the settlement for sustainable housing and employment growth, primarily including the delivery of 2no. new Garden Villages at Greater Faverdale and Skerningham. Whilst the Site allocation is referred to as Greater Faverdale (Site Ref. 185) in the Darlington Local Plan, is referred to as Burtree Garden Village within this masterplan as part of the strategy towards building a distinctive identity for the new community.



Burtree Garden Village was awarded Garden Communities status by the Ministry of Housing, Communities and Local Government in 2019 because the vision for design quality and placemaking was assessed as being strongly aligned with Garden Community Principles and offered an opportunity for accelerated delivery.

The Site will be developed in 3 key phases. In accordance with the Darlington Local Plan trajectory, Phase 1 will deliver at least 750 dwellings by 2036 followed by 1,250 dwellings likely across 2 further phases thereafter.

The purpose of this document and accompanying Infrastructure Phasing Plan is to provide a comprehensive approach to the delivery of the Local Plan allocation to 2036 and beyond. Its primary role will be to guide the preparation of future planning applications on the Site to ensure that the overall vision for place making and design quality is maintained. The Masterplan is an indicative document as per established best practice and as acknowledged by Policy H11, it has been devised with flexibility in mind to ensure that the masterplan can respond to changing economic and market conditions, therefore there may be future iterations and updates to this version between now and the full Site being delivered.



Key:

- | | | |
|---|---------------------------------------|---------------------------|
| Greater Faverdale Masterplan Area | Indicative Local Green Infrastructure | Proposed Primary Route |
| Indicative Residential Development | Potential Neighbourhood Centre | Existing Public Access |
| Indicative Employment Development | Potential Primary School Location | Proposed Pedestrian Route |
| Indicative Strategic Green Infrastructure | Potential Principal Access Point | Existing Watercourse |
| | | Railways |

Illustrative framework plan

I.2 Planning Context

The Masterplan has been prepared in accordance with Policy HI and associated development management policies and also has regard to the aspirations of the Greater Faverdale Design Code SPD. A summary of the key policy and guidance documents that have informed the Masterplan are set out below:

Darlington Local Plan

The Darlington Borough Local Plan was adopted in February 2022. Policy HI states that housing will be delivered to meet a minimum requirement of 492 net additional dwellings per annum over the plan period from 2016 to 2036 which results in a total net minimum requirement of 9,840 dwellings.

Policy H2 sets out the sites which are allocated for housing development to meet the housing requirement of Policy HI. This includes Site Ref. 185 Greater Faverdale which is allocated for approximately 2,000 dwellings and approximately 200,000 square metres of employment space. The wording of this policy is intentionally flexible to take account of the timescales within which the site will be delivered and the uncertainty of forecasting economic and market influences over such a time period. However, as this masterplan has been produced soon after the adoption of the Local Plan, these figures have been used as a starting point in considering the distribution of uses within the site.

In order to ensure that the allocation delivers a cohesive mixed-use development, Policy H11 requires that a Masterplan and Infrastructure Phasing Plan is prepared prior to the submission of any planning application relating to the site. To ensure that a cohesive development is delivered at Greater Faverdale, the Council will subsequently only approve planning applications that adhere to the comprehensive masterplan or any updated masterplan agreed with the Council and deliver the necessary local and strategic infrastructure identified in points a-j:

- a. A mix of housing types, tenures and sizes, including 20% affordable housing and self/custom build housing, informed by up-to-date evidence of the housing needs of the Borough and Policies H 4 and H 5, with higher densities being incorporated close to public transport routes and the neighbourhood centre;
- b. Approximately 70 hectares (gross) / 49 hectares (net) of employment land for E(g), B2 and B8 use classes;

- c. Space for a well located and connected neighbourhood centre providing community facilities, including the potential for a health hub, primary school and local retail and food and drink facilities of a scale and type proportionate to the nature and scale of the development and should be provided at appropriate phases of the development identified in the infrastructure phasing plan. Policies TC1, TC4 and TC5 will not apply to proposals in accordance with these requirements. The requirement and timetable for the provision of the primary school shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site subject to the capacity of existing local schools (see Policy IN10);
- d. An appropriate buffer zone alongside the A1(M) for noise attenuation which is to be informed by a noise assessment;
- e. Principal vehicular accesses from Rotary Way and Burtree Lane;
- f. A link road between Rotary Way and Burtree Lane the precise details of which including development access points, together with a timetable for its implementation, shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site;

g. Further enhancements to the local road network of Burtree Lane, to include the:

- i. western connection to the A68; and
- ii. improvements to Burtree Lane, including a new or improved pedestrian and cycleway over the Bishop Line to connect the site to the Harrowgate Hill area or provide a suitable alternative route. The implementation of these enhancements to the local road network of Burtree Lane will be linked to appropriate phases of development with the exact details to be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the Site;

h. Other necessary infrastructure as required by the Infrastructure Delivery Plan and identified at the time of submitting a planning application;

i. An integrated transport network focused on sustainable transport modes; including public transport, walking and cycling with strong links to established networks, adjoining communities, employment locations and Darlington town centre, which should be provided at the appropriate phases of the development identified in the infrastructure phasing plan;

j. A network of connected and good quality green and blue infrastructure, the phasing of which is to be agreed with the Council as part of the comprehensive masterplan and infrastructure phasing plan, that:

- i. retains and enhances the network of safe, attractive and accessible public rights of way, footpaths and cycle routes across the site;
- ii. provides a pattern of well-integrated and inter-connected green spaces (along with their long term maintenance) across the site providing for the recreational needs of the local community, including nature friendly natural

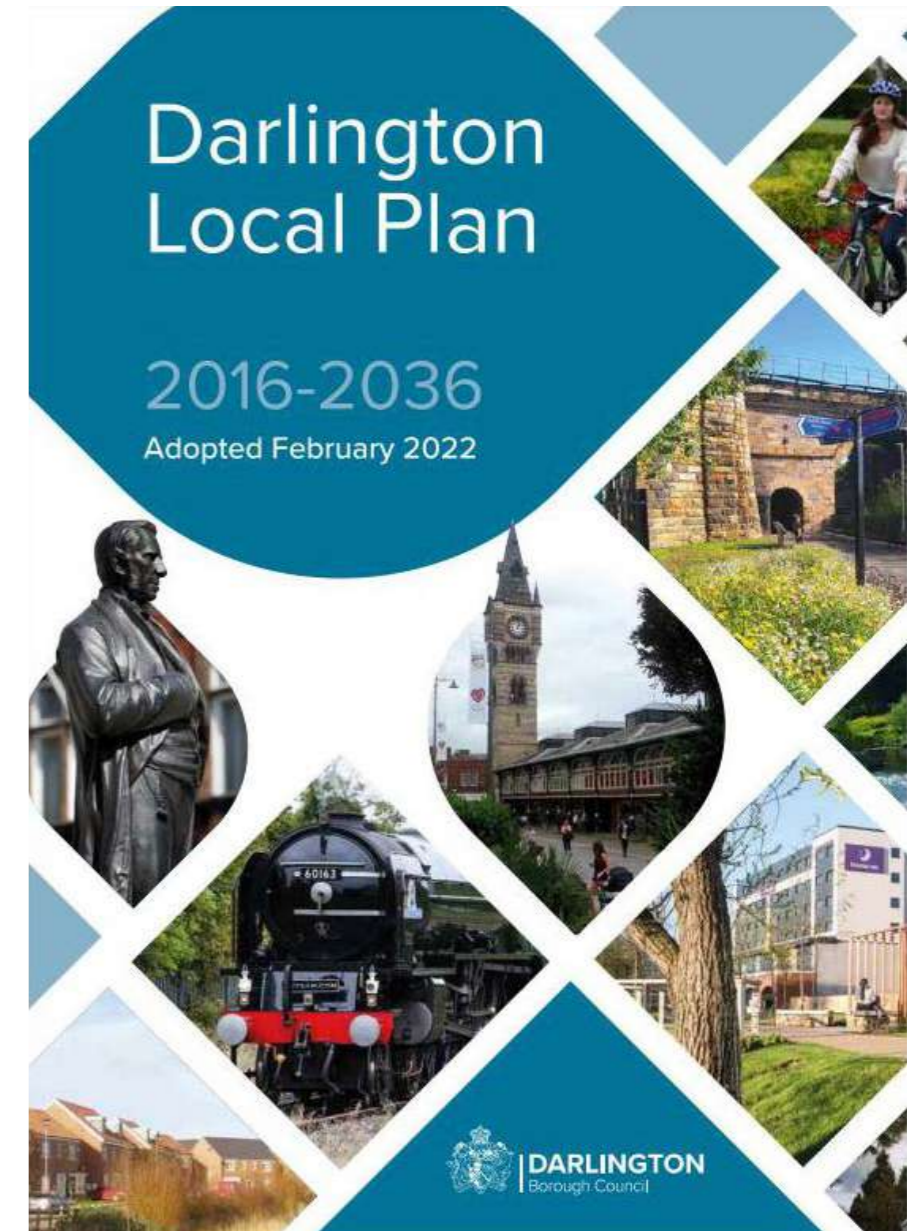
spaces, in accordance with Policies ENV 4, ENV 5 and ENV 9;

- iii. protects the amenity of existing residential properties (see Policy DC 3);
- iv. retains and enhances hedgerows and trees (see Policy ENV 7);
- v. mitigates the impact on biodiversity (see Policy ENV 7);
- vi. incorporates sustainable drainage systems; and
- vii. incorporates improved pedestrian access and interpretation alongside the Stockton and Darlington Railway (see Policy ENV 2).

The site design and layout will be required to conserve, and where appropriate enhance designated and non-designated heritage assets, within and in the vicinity of the site including their setting in accordance with policies ENVI and ENV 2 and the recommendations of the Darlington Local Plan Heritage Impact Assessment (2019).

Development should be located outside of areas of flood risk, and should be planned sequentially (Policy DC2), placing the most vulnerable development in the lowest areas of flood risk, and proposals should be supported by a Flood Risk Assessment..

As the development is expected to extend beyond the plan period, in line with national policy infrastructure requirements, the infrastructure phasing plan will be kept under review. Any proposal, in advance of a plan review, which exceeds 750 dwellings or 24 hectares (net) of employment land would need to carry out a review of all associated infrastructure requirements. If significant additional infrastructure is required the council will seek to update the policy as part of a review of the plan.



National Planning Policy

The National Planning Policy Framework (NPPF), which was revised in September 2023, sets out the Government's commitment to:

- Achieving sustainable development;
- Delivering a sufficient supply of homes;
- Building a strong, competitive economy;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;

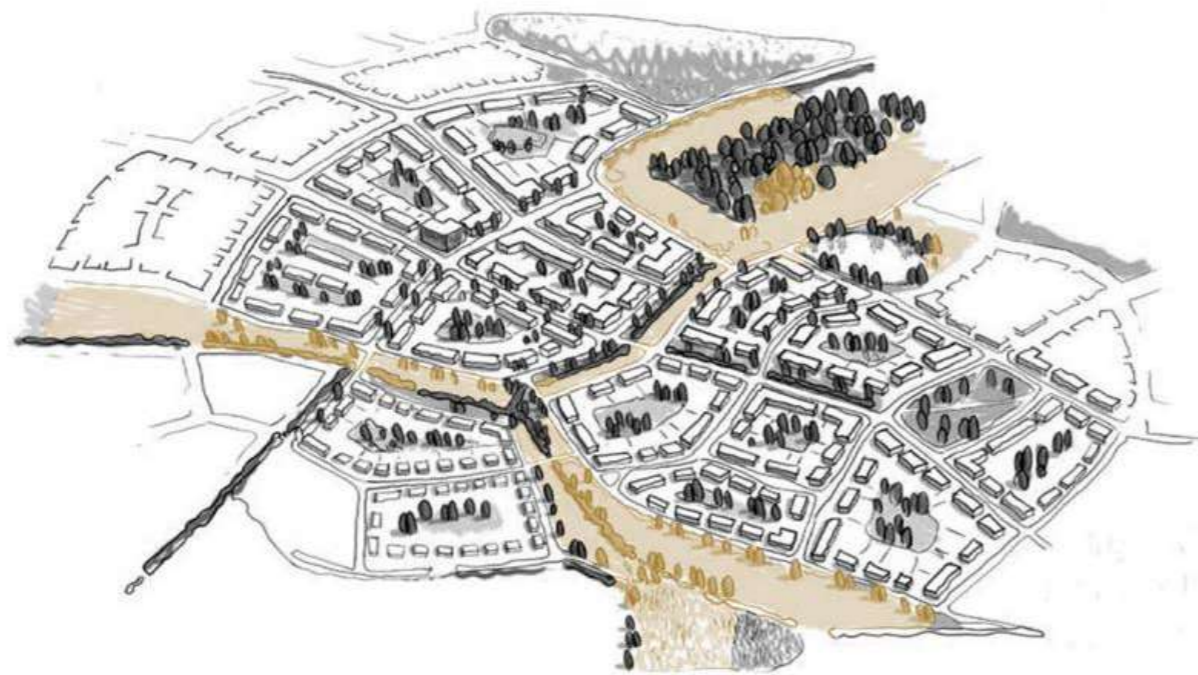
- Achieving well designed places;
- Meeting the challenge of climate change, flooding and coastal change; and
- Conserving and enhancing the natural and historic environment;

Greater Faverdale Design Code Supplementary Planning Document

The Greater Faverdale Design Code SPD was adopted by Council on 14th July 2022. The Design Code sets out the design aspirations for the development of Burtree Garden Village. The Masterplan has been prepared with regard to the SPD including through the incorporation of character areas.



Supplementary Planning Guidance (SPD) Design Code – Greater Faverdale (Burtree Garden Village).



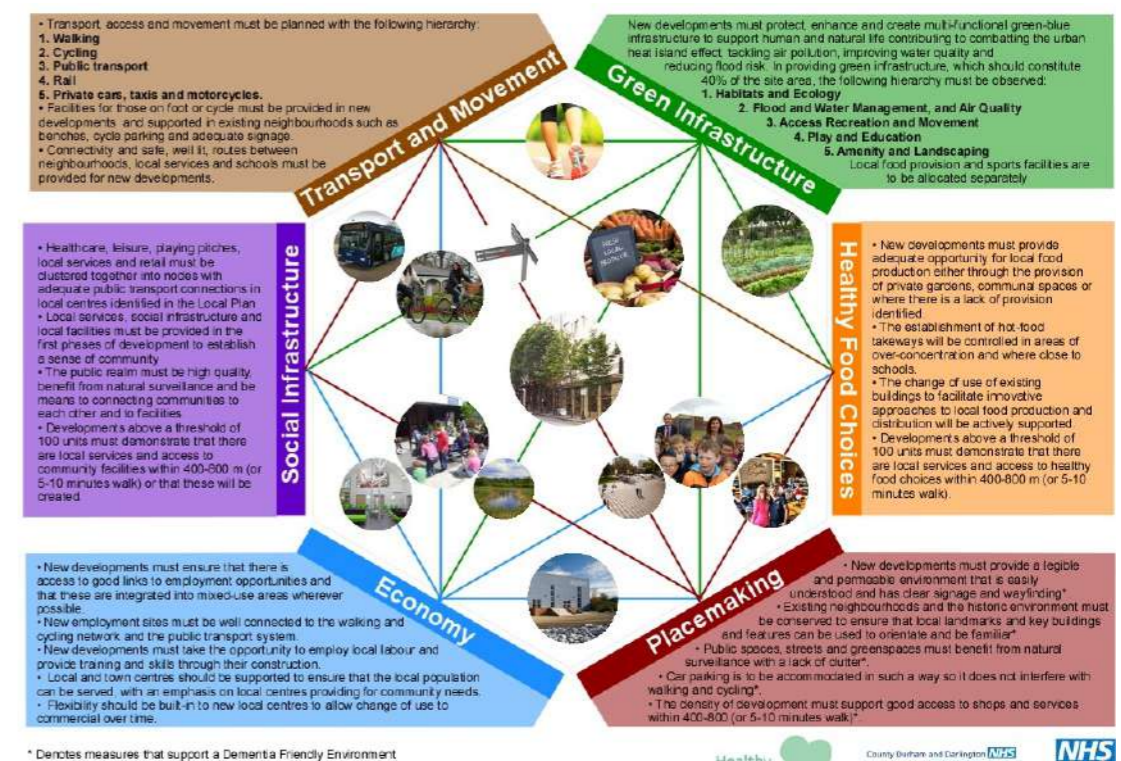
July 2022

1.3 Healthy New Towns

Since 2016 Darlington has been an NHS Healthy New Towns pilot. This aimed to explore how new developments could provide opportunities to create healthier and connected communities with integrated and high-quality services.

The evidence bases and learning gained through the pilot has informed the policies included in the Darlington Local Plan including the strategic allocations and therefore Policy H11.

Point 6.11.7 states that 'the comprehensive masterplan should have regard to the strategic design requirements established in the Greater Faverdale Design Code and be based on a strong understanding of the characteristics of the site and its surrounds, and adopt the Healthy New Town principles to site design'. The masterplan has therefore paid close regard to the 6 healthy new town design principles outlined in the graphic below:



* Denotes measures that support a Dementia Friendly Environment

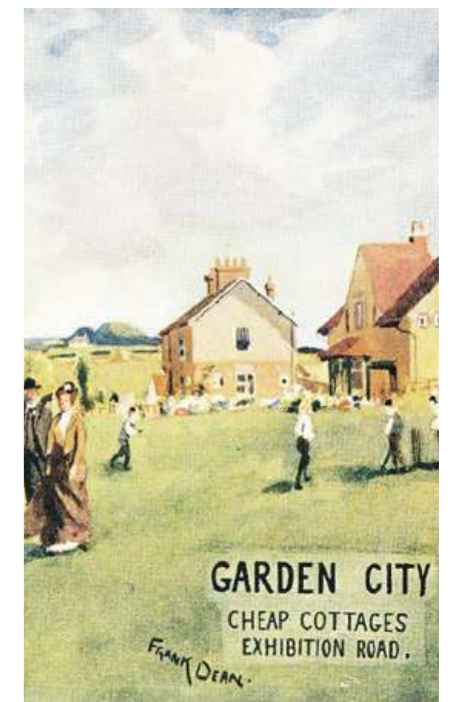
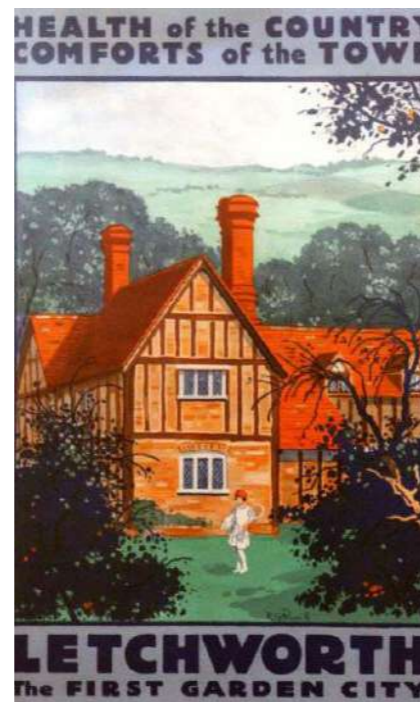
1.4 Garden City Principles

At the heart of the Garden City ideal is the development of holistically planned new settlements which enhance the natural environment and provide high quality affordable housing and locally accessible jobs in attractive manifestations of attempts at sustainable development.

The Garden City layouts were orchestrated around a network of walkable neighbourhoods, connected to a centre of community amenities and employment through a network of green arteries and open spaces.

Key Garden City principles include:

- Strong vision, leadership and community engagement;
- Land value capture for the benefit of the community;
- Community ownership of land and long term stewardship of assets;
- Mixed tenure homes that are affordable for ordinary people;
- A strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes;
- High quality imaginative design (including homes with gardens), combining the very best of town and country living to create healthy homes in vibrant communities;
- Generous green space linked to the wider natural environment, including a mix of public and private networks of well-managed, high quality gardens, tree-lined streets and open spaces;
- Opportunities for residents to grow their own vegetation, including generous allotments;
- Access to strong local cultural, recreational and shopping facilities in walkable neighbourhoods; and
- Integrated and accessible transport systems, with a series of settlements linked by rapid transport providing a full range of employment opportunities.



Garden City illustrations

Modern Interpretation of the Garden City Principles

A modern interpretation of the Garden City principles underpins the Burtree Garden Village masterplan which has three key themes relating to 'Lifestyle', 'Character' and 'Legacy'. The below diagram shows how these themes relate to one another and the key principles under each theme which the masterplan seeks to address. These are as follows:

The Town and Country Planning Association defines a Garden Village as:

'A new community that is designed, delivered and managed in accordance with the Garden City principles, but tailored for a smaller scale than new Garden Cities (which are likely to be more than 10,000 homes in size). It may be developed within existing settlements (as an urban village or suburb) or as a sustainable urban extension. Landscape is at the heart of this development process.'

Infrastructure - The Garden Village will make provision of infrastructure for the community including schools, leisure, technology and community buildings.

Healthy Living - The development will provide a wide range of opportunities for healthy living and personal wellbeing for people of all ages through inclusive intergenerational community programmes, growing food and gardening, keeping active (exercise, walking and cycling), children's play and sport. A series of spaces through the development would encourage social contact and interaction.

Travel Choices - Burtree Garden Village will provide an accessible place that addresses the need to accommodate the car and encourages the use of public transport alternatives and active commuting. Inherent measures include proximity to bus stops, convenient footpaths, cycle routes and connections to greenway cycle routes. Providing travel choices and good connections to jobs, services and facilities on-site and in the wider community.

Long Term Stewardship and Management - Through the establishment of a community land trust, green spaces and the public realm would be effectively managed over the life of the development preserving these spaces in perpetuity.

Technology - High speed fibre will be available across the site bringing super-fast broadband to every home.

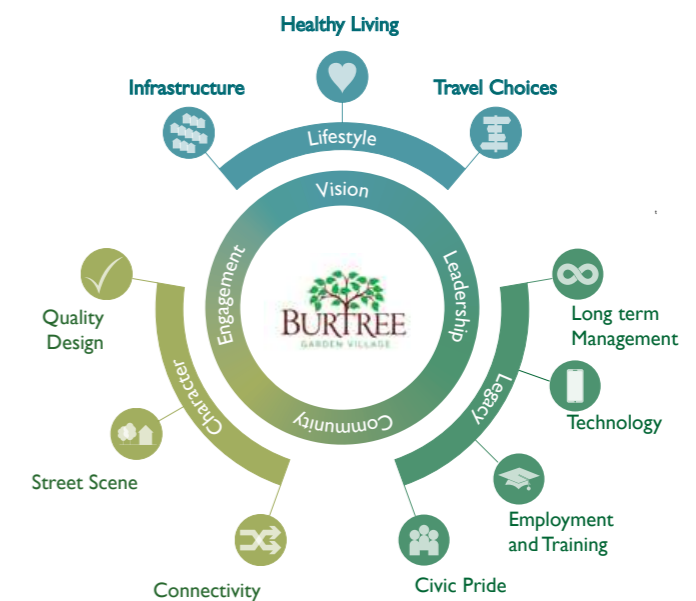
Employment and Training - Burtree Garden Village will incorporate temporary workspaces and studios into the village hub to provide space for small businesses and local enterprises.

Civic Pride - Burtree Garden Village will provide high quality public realm and green spaces alongside community facilities that would foster a sense of civic pride in the settlement. The quality of the Garden Village both in terms of buildings and spaces will foster a sense of ownership, identity and pride.

Connectivity - The Garden Village will provide a range of infrastructure including a new school, lifestyle choice housing for over 55s, affordable homes, local centre and community buildings.

Streetscene - The legibility of Burtree Garden Village will be informed by the experience of the street and landscape spaces which provide attractive vistas through the development and revealing townscapes. These would also ensure a positive relationship between necessary infrastructure, green spaces and built form.

Quality Design - Burtree Garden Village will identify and establish a character that draws upon the wider context of the villages around Darlington, existing site features, local character, views and distinctive features to aid legibility of the masterplan.



Modern Garden City principles

Garden Community Qualities

Burtree Garden Village was awarded Garden Communities status by the Ministry of Housing, Communities and Local Government in 2019 because the vision for design quality and placemaking aligned with Garden Community Qualities and offered an opportunity for accelerated delivery.

The Masterplan has taken reference from the Garden Communities prospectus which sets out the vision and expectations for high-quality placemaking. These include:

A. Clear identity – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.

B. Sustainable scale – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.

C. Well-designed places – with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.

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

E. Strong local vision and engagement – designed and

executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.

F. Transport integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.

G. Healthy places – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.

H. Green space – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.

I. The long term management and stewardship of shared land, assets and features is an important consideration in the long term success of the Garden Village as a sustainable community.

In order to address the long term management of common areas of public open space and other shared community assets which contribute to the high quality design and sense of place that the masterplan aims to create, a single stewardship strategy is to be developed reflecting the fact that all residents will benefit from the creation of a cohesive landscape strategy,

integrated network of Sustainable Drainage (SuDS) features and retention and enhancement of natural and man-made assets, and from their management and upkeep in perpetuity.

At the earliest opportunity a management company will be appointed to ensure that public open spaces; natural assets such as trees, hedgerows, watercourses and other important habitats; listed structures; SuDS basins; play areas; non-adopted footpaths and cycleways and other shared facilities have a clearly defined and costed stewardship strategy with a strategic approach to funding and long term sustainability.

Community ownership ensures that local people have control over the spaces that have significance to them and that these spaces are used in ways that meet the priorities and needs of the local community, therefore, as the new community begins to develop the aspiration will be to work with local stakeholders to put in place a local stewardship board upon which local residents, the appointed management company and other relevant local stakeholders can oversee the ongoing management of shared spaces and assets to maximise benefits in line with the evolving needs of the local community. Close attention will be paid to the Gov.uk Garden communities toolkit to ensure the effective stewardship and management of the development.

J. Future proofed – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

The Masterplan Document is structured as follows:

02 Consultation - describes the previous consultation that has taken place with Darlington Borough Council and the local community which informs the Masterplan.

03 The Existing Design Context - sets out the baseline information for the Site and key influences and considerations that have informed the Masterplan.

04 Vision - sets out the vision for Burtree Garden Village.

05 The Approach to Planning and Phased Delivery of the Allocation - explains the phasing strategy for the delivery of the Allocation with specific details on Phase I which will be made as a hybrid planning application.

06 The Access Road, Movement and Accessibility - outlines the delivery strategy for the strategic road infrastructure and sustainable movement strategy.

07 The Approach to Delivering New Homes and Place Making - provides an overview of the indicative mix, type and tenures of the 2,000 dwellings to be delivered across the Site.

08 The Approach to Employment - provides an overview of the delivery of approximately 200,000 square metres of employment space across the Site.

09 The Approach to Social and Community Facilities - explains the rationale for and sets our parameters for the delivery of the neighbourhood centre and community facilities.

10 The Approach to Heritage and the Stockton and Darlington Railway - sets out how the Site responds to nearby heritage assets including the Stockton and Darlington Railway.

11 The Approach to the Delivery of Phase I - provides details on the delivery of Phase I.

12 Technical - Flood Risk/ Drainage/ Blue Infrastructure, Landscaping/ Green Infrastructure and Biodiversity, Internal Highways and Planning, Residential Amenity, Sustainable Design and Energy Efficiency.

13 Appendices - Design Code, Infrastructure Phasing Plan, Sustainable Movement Strategy

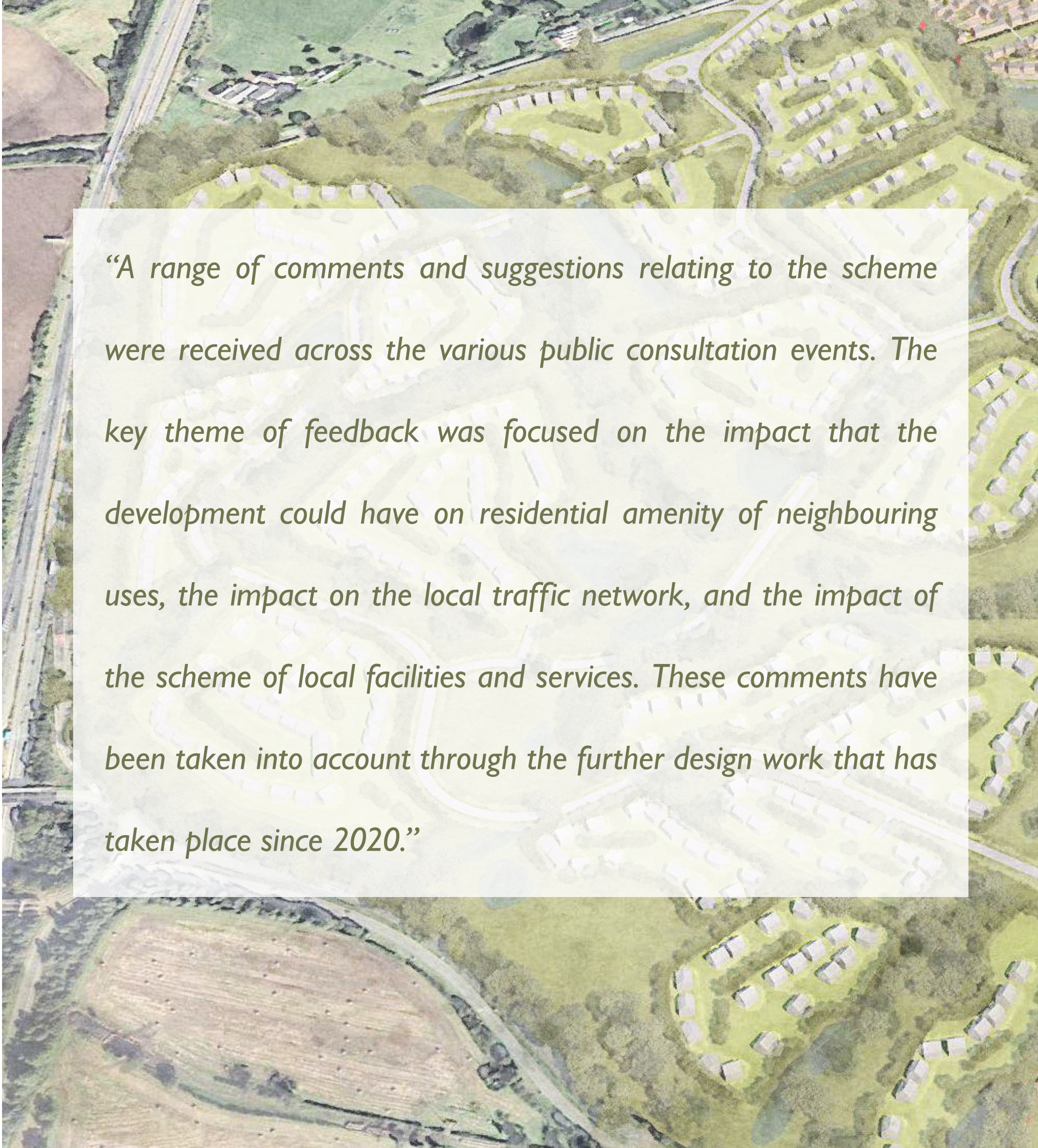
A stylized, light green tree graphic with a central trunk and several branches. The branches are adorned with numerous heart-shaped leaves. The tree is centered in the background of the slide.

02 CONSULTATION

2.1 Community Consultation

To inform the early design process and to explore the opportunities presented through the site's identification as a draft Local Plan allocation, a public consultation event was held in Darlington in October 2017. The public consultation event was publicised by a leaflet drop with members of the public, elected Members and other key Stakeholders being invited to attend. At the event, early design options for the Greater Faverdale allocation were displayed and a feedback questionnaire was available for attendees to complete.

Following a period of design work after the 2017 consultation event and Regulation 18 consultation on the Draft Darlington Local Plan, the Applicant prepared an updated masterplan for the allocation and more detailed layout for the proposed Phase 1. In 2020, it was decided that further consultation should be undertaken on this revised design and proposal. In light of the ongoing COVID-19 situation at this time, it was decided that the consultation should be held remotely via a website. While any member of the public could access the consultation website and provide feedback to help shape the final development, to ensure that local residents were informed of the proposals and the consultation opportunity, notification leaflets were delivered to approximately 1,200 properties in the area surrounding the allocated Site. This invited local residents to review the more detailed proposals for the Site online and provide their comments in the form of an online questionnaire.

An aerial photograph of a residential development, showing rows of houses and green spaces. A large, semi-transparent white box is overlaid on the center of the image, containing a quote in a dark green, serif font. The quote discusses community consultation and the impact of the development on the surrounding area.

“A range of comments and suggestions relating to the scheme were received across the various public consultation events. The key theme of feedback was focused on the impact that the development could have on residential amenity of neighbouring uses, the impact on the local traffic network, and the impact of the scheme of local facilities and services. These comments have been taken into account through the further design work that has taken place since 2020.”

The Masterplan has been informed by a range of detailed assessments and investigations in order to address these matters and to demonstrate that a sustainable and high quality development can be delivered which will not adversely impact upon the neighbouring residents or wider area. Further information on the approach to each of the various technical aspects of the Site including residential amenity are set out at Section 12 of this Masterplan.

2.2 Engagement and Consultation with Darlington Borough Council

Following promotion by landowners and building upon its allocation as a reserve employment site in the Borough of Darlington Local Plan 1997, the site was identified as having potential for strategic scale mixed use development as part of the DBLP Issues and Scoping consultation (August 2016). In November 2016, DBC's Cabinet agreed to engage with the Advisory Team for Large Applications (ATLAS), now part of Homes England, to investigate how this part of the Borough could contribute to meeting the Borough's long-term housing and employment needs in a planned, sustainable way.

As a result, the Greater Faverdale Site Group, consisting of landowners, DBC (both in their capacity as LPA and landowner), ATLAS/HE and specialist technical consultants, was created in January 2018. This group oversaw high level master planning work to explore the opportunities and constraints the site presents and formulated an understanding of the site's delivery requirements. This high-

level master planning resulted in the production of a Masterplan Framework which illustrates the key principles for development in order to achieve the Council's aspirations for the site.

This work, along with the feedback from public consultation, informed ongoing masterplan development and the draft policy requirements for the strategic allocation put forward in the Draft DBLP, which was issued for public consultation (Regulation 18) in June 2018 and again (Regulation 19) in August 2020.

The DBLP was submitted to the Planning Inspectorate for independent examination in December 2020 and the site promoters/lead developers and the Council issued a Statement of Common Ground expressing broad support for the sites allocation as crucial part of meeting the Borough's development needs and setting out the shared aspiration for the delivery of a high quality and sustainable mixed-use development in line with Garden Village principles. After being found sound by the Planning Inspectorate the DBLP was adopted by the Council in February 2022.

Since then, regularly scheduled meetings and ongoing dialogue has been undertaken with Council Officers to discuss the strategic allocation and Masterplan and the delivery strategy. These meetings were overseen by Darlington's designated Garden Communities Officer with representation from executive, planning and other specialist technical officers from departments

within DBC, as well as statutory external consultees where appropriate.

In light of the HII requirement for a masterplan to be produced before the submission of any planning application, pre-application advice requests covering both the phase 1 application and the wider site masterplan were submitted to the Council in June 2018.

Through a Workshop Meeting attended by the lead developers and executive and technical officers from all relevant departments within the Council held in May 2022, the scope of this Masterplan was also discussed and key technical matters to be considered for future development were agreed.





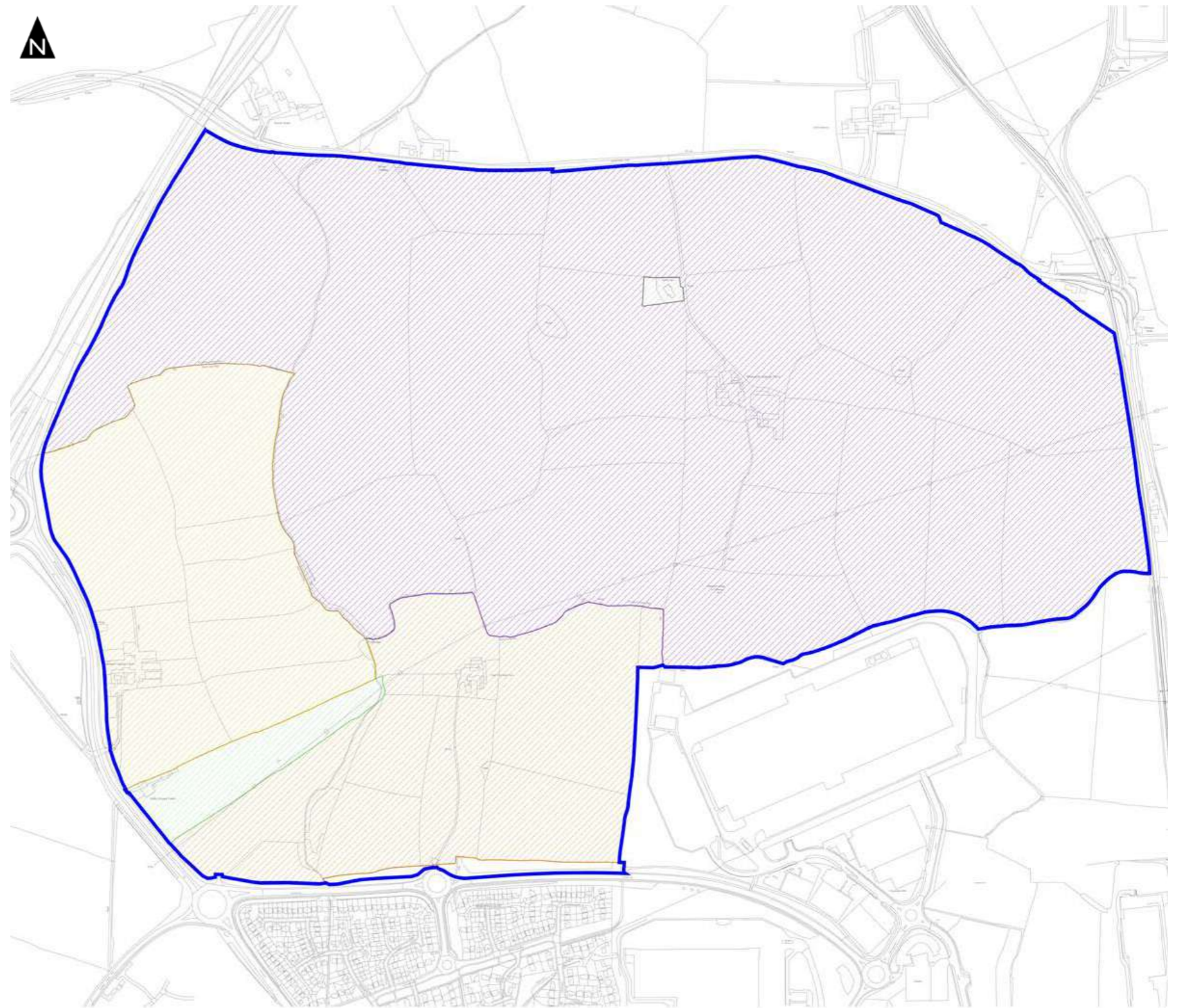
03 EXISTING DESIGN CONTEXT

3.1 Land Ownership

The Site is currently under shared ownership between a number of land owners:

- Hodgson Family
- Wilkinson Family
- Metcalfe Family
- Darlington Borough Council
- Homes England and Hellens Land Ltd

The ownership boundaries are outlined in the adjacent plan.



Key

- | | |
|---|--|
|  Wider Burtree Village masterplan site |  Darlington Borough Council |
|  Hodgson Family |  Homes England / Hellens Land Ltd |
|  Metcalfe Family | |
|  Wilkinson Family | |

Land ownership plan

3.2 Existing Accessibility

Vehicular Accessibility

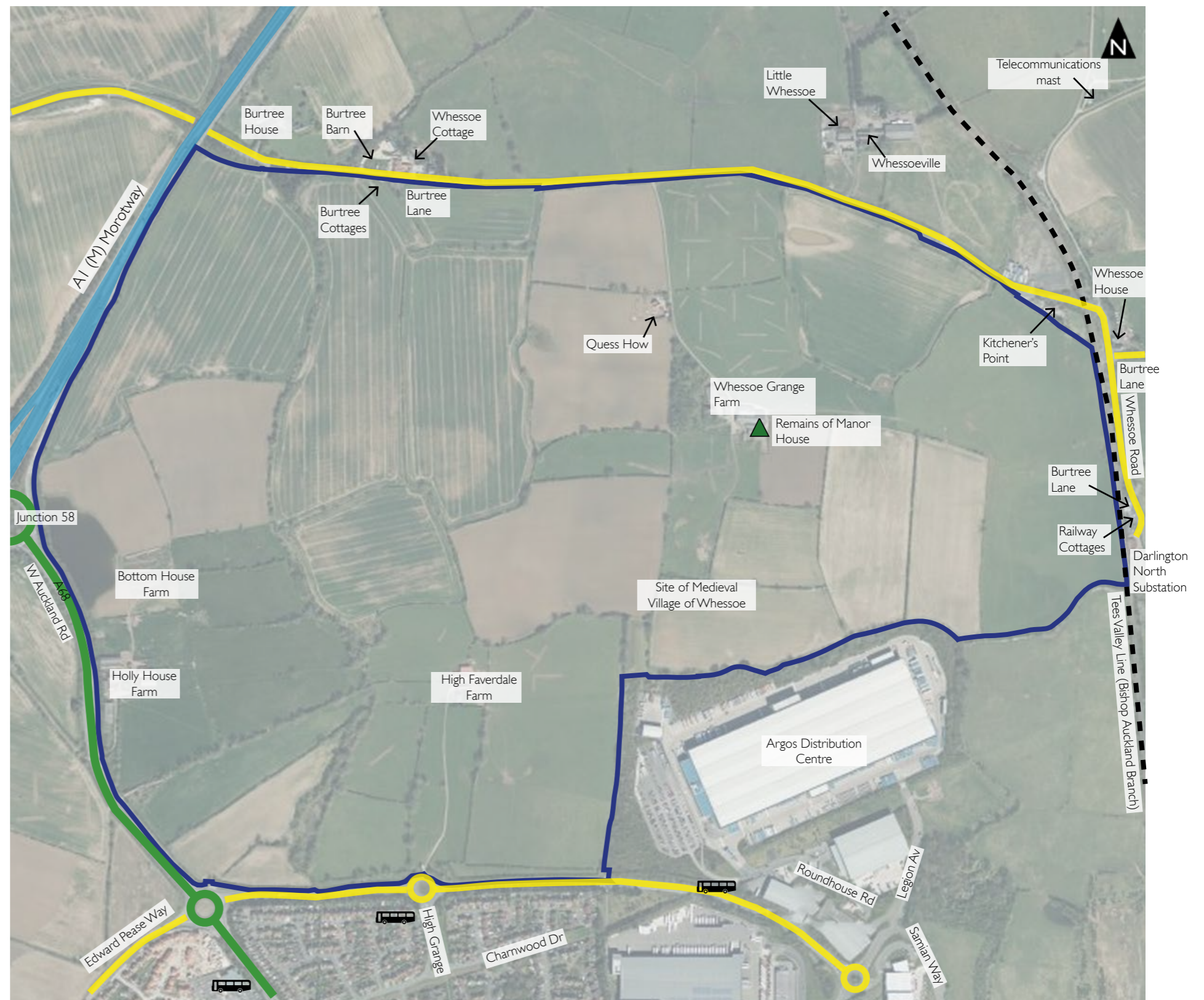
The site is located immediately adjacent to Burtree Lane, Rotary Way and the A68. There are already two vehicular access points providing access to the two farms on the site. The A68 provides direct access to the A1(M) and to Darlington Town Centre via a roundabout to the west of the site. Burtree Lane provides a northern link with the A167 and will be subject to improvement works widening the road.

Pedestrian Accessibility

There is an existing footpath running through the site in a north-south direction, connecting Burtree Lane to Rotary Way. A combination of footpaths and cycle paths connect the site to Darlington Town Centre to the south and towards Newton Aycliffe to the north. These existing routes will form the basis of the proposed movement network within the site.

Key

- Wider Burtree Village masterplan site
- Motorway
- Primary A road
- Minor road
- - - Railway line
- Bus stops in both directions
- Grade II Listed Structure



Accessibility plan

Access to Education Facilities

The Council recognises that they have a duty to provide free home to school transport to support a child's attendance where the distance from home to school is over 2 miles (3,200m) for children at primary school and over 3 miles (4,800m) for children at secondary school, or where children cannot access their nearest appropriate and/or suitable school using an identified 'safe route to school'.

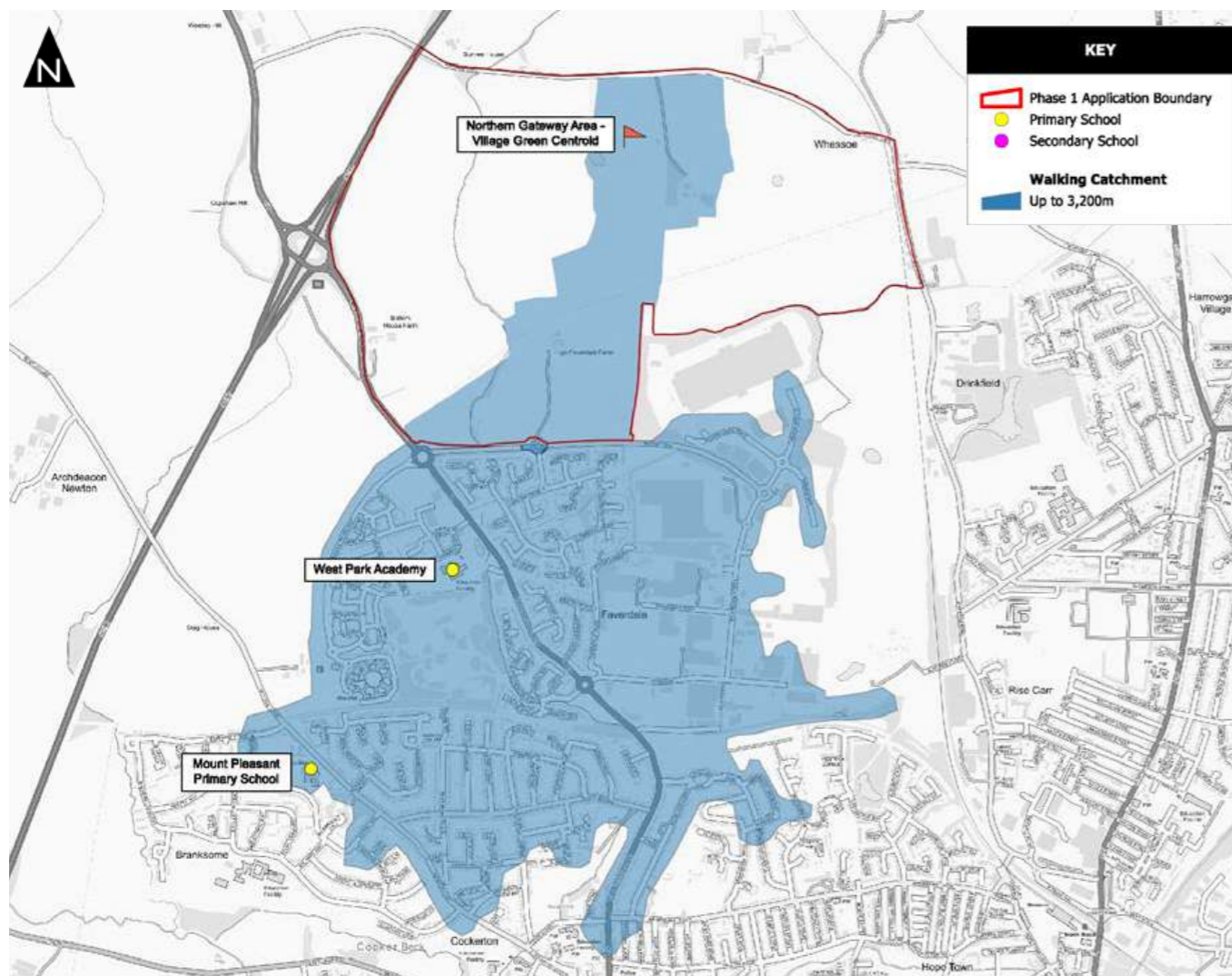
The diagrams below show the walking catchment from the Northern Gateway Area, based on distances of 3,200m and 4,800m.

The following Primary Schools are within the acceptable walking distance from the Northern Gateway Area:

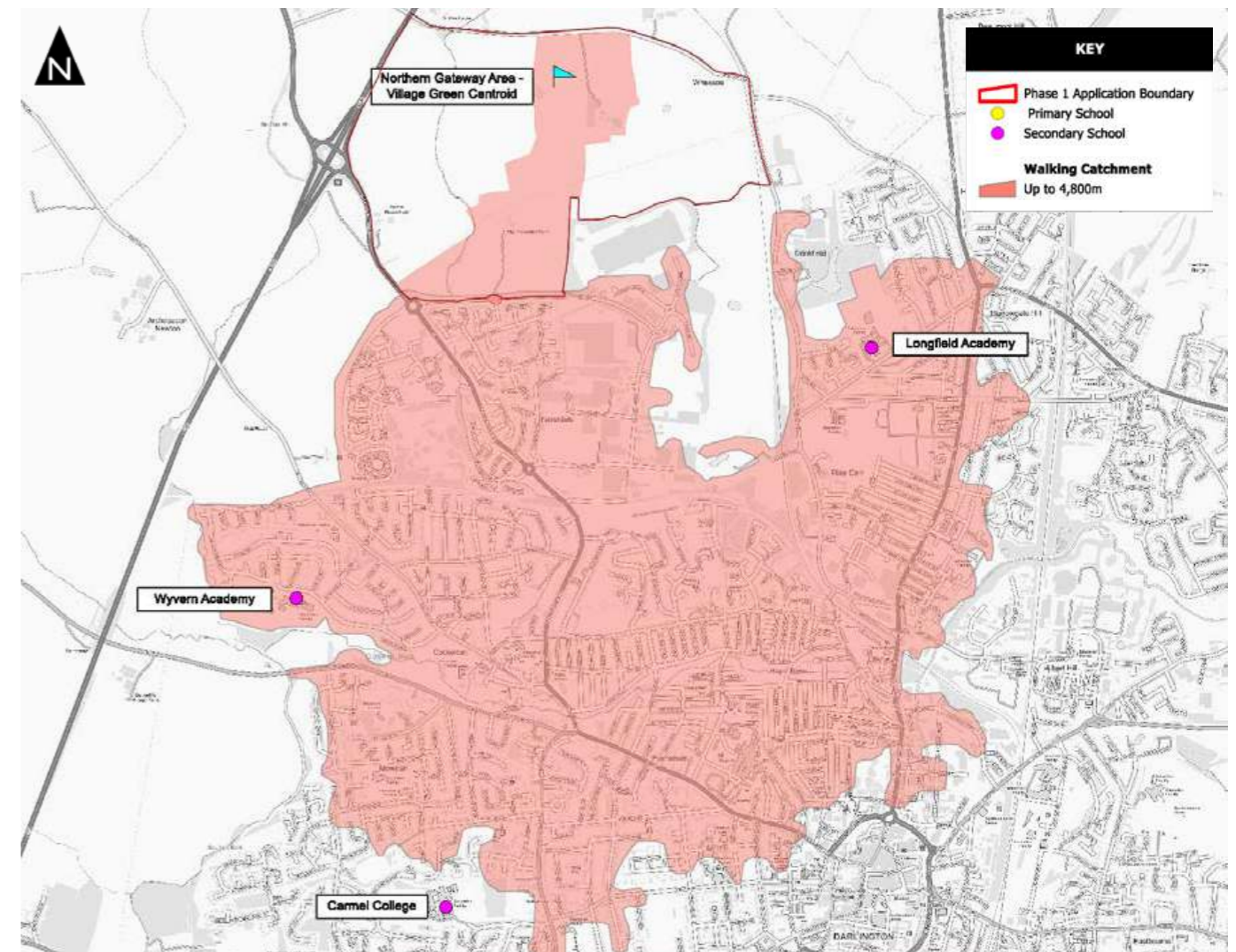
- West Park Academy, circa. 1,850m
- Mount Pleasant Primary School, circa. 3,100m

The following Secondary Schools are within the acceptable walking distance:

- Wyvern Academy, circa 3,600m
- Longfield Academy, circa 4,300m



3200m walking distance from Northern Gateway



4800m walking distance from Northern Gateway

Access to Retail Facilities

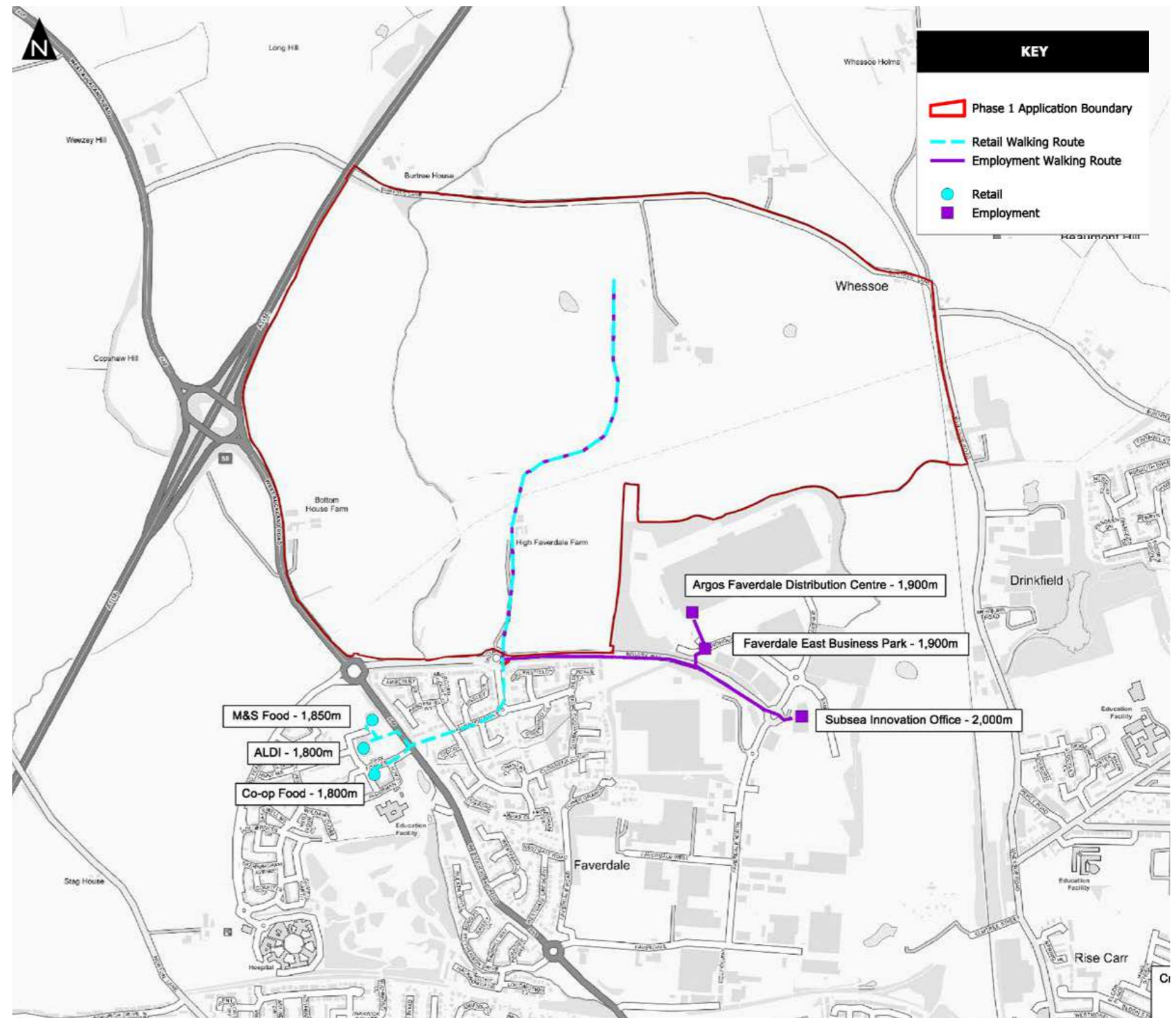
The Northern Gateway Area is within 2,000m walking distance from the following retail facilities:

- ALDI, circa. 1,800m
- Co-op Food, circa. 1,800m
- M&S Food, circa. 1,850m

Access to Employment Opportunities

The Northern Gateway Area is within 2,000m walking distance from the following employment opportunities:

- Argos Faverdale Distribution Centre, circa. 1,900m
- Faverdale East Business Park, circa. 1900m
- Subsea Innovation Office, circa. 2,000m
- bus stops within 2,000m providing access to town centre/train station



Access to local retail and employment



Landscape precedents

3.3 Landscape

Natural England National Character Areas (NCA)

The land within the site boundary at Greater Faverdale falls within NCA 23 Tees Lowlands, with NCA 15 Durham Magnesian Limestone Plateau within the 5km study area approximately north of the site boundary. To the north west of the site NCA 16 Durham Coalfield Pennine Fringe sits on the 5km study areas boundary.

The general landscape character of this area is described as "gently undulating and dominated by the River Tees and its tributaries. The wide floodplains are highly fertile and agriculturally productive... The Tees Lowlands are crossed by important north south transport routes and major transmission lines... reflecting the importance of the area for the early development of the railway."

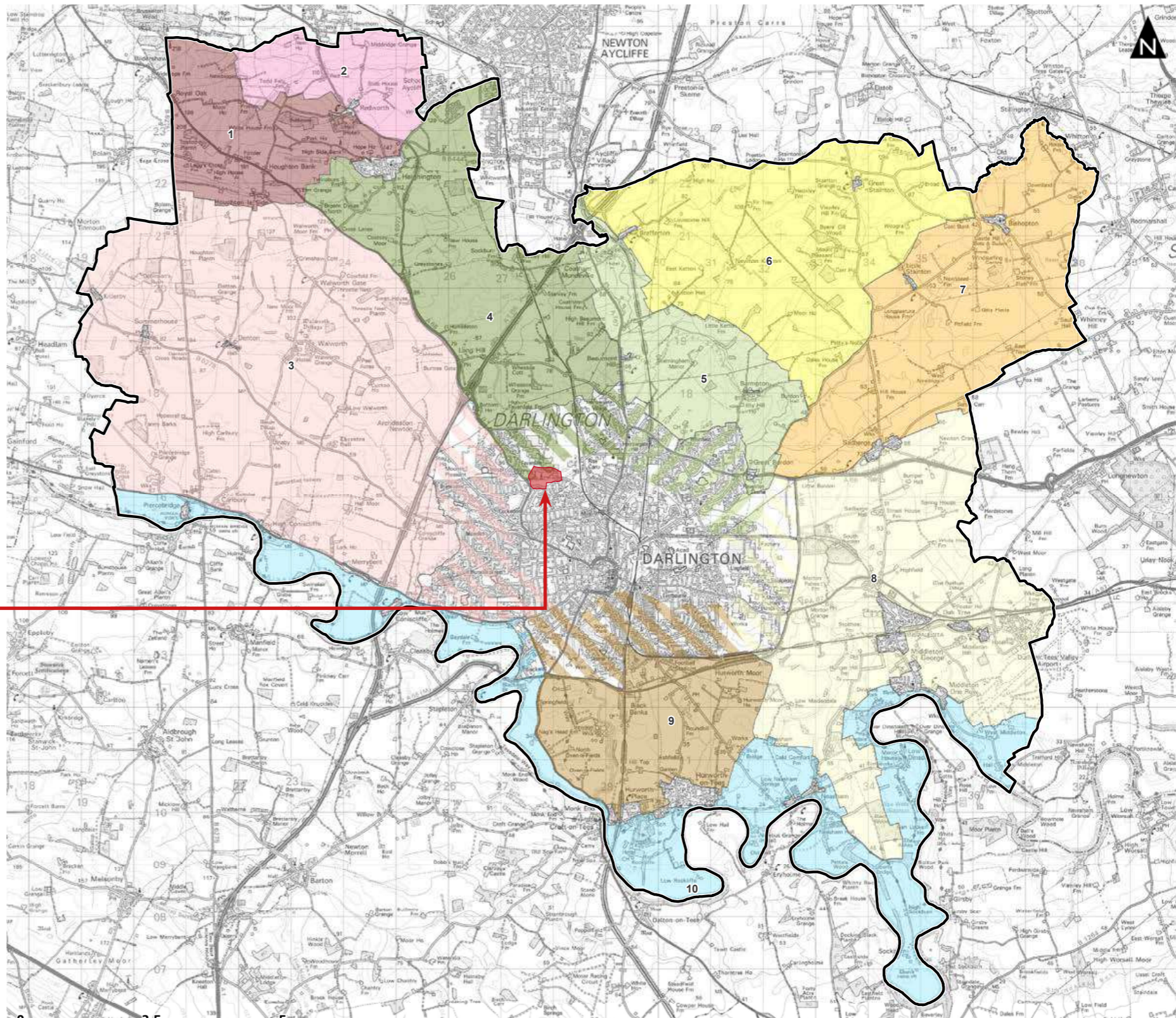
Darlington Landscape Character Assessment

Darlington Borough Council has undertaken its own assessment of the landscape character of the borough, based on Natural England’s NCA assessment but examining the borough landscapes in greater detail, formally adopted in 2015.

The Darlington Borough Council Landscape Character Assessment (2015) identifies ten County Character Areas. The site at Faverdale is within Character Area 4: Whessoe and Dene Beck. This character area is situated to the north of Darlington, and extends towards Newton Aycliffe and Heighington. It is bound by the A68 to the west, which approximately follows the watershed between eastward and southward flowing streams. It comprises gently rolling farmland which is traversed by the A1(M) and the Tees Valley Railway Line. Adjacent landscape to the west in Character Area 3: Denton and Walworth Farmland and Character Area 5: Upper Skerne Valley approximately 1km to the east.

- Landscape Character Areas**
- 1: Houghton Bank
 - 2: Red House Beck
 - 3: Denton and Walworth Farmland
 - 4: Whessoe and Dene Beck
 - 5: Upper Skerne Valley
 - 6: Great Stainton Farmland
 - 7: Bishopton Vale
 - 8: Middleton Farmland
 - 9: Lower Skerne and Hurworth Moor
 - 10: Tees Valley

Application Site



Landscape Character Assessment

The Key Characteristics of the **Whessoe and Dene Beck Character Area**, as described by Darlington Borough Council and of relevance to the area around Whessoe and the Site, are described as:

- The area slopes generally from around 140m at the north-western edge, to around 70-80m across much of the southern part of the area. The terrain is undulating, comprising a series of shallow valleys and low rounded ridges that separate them.
- The main watercourse is the Dene Beck which rises west of Heighington and meanders south-eastwards towards Coatham Mundeville where it joins the Skerne. The southern part of the area has several drainage ditches linking to the Dene Beck and south to the West Beck, but areas of marsh and carr remain in low-lying areas. Soils in the area are generally loamy or clayey, seasonally wet, and slightly acid but base-rich.
- Farmland is primarily arable, though with significant pastoral landholdings, and grazing land along the Dene Beck. Fields are irregular in shape, and medium or large in size. Field sizes become slightly smaller on the higher ground near Heighington, and in pastoral areas. Carr and wet grasslands are set within this pattern, adding visual diversity and habitat interest.
- There are few woodlands, with the only sizeable stand of trees at Cumby's Plantation. However there are shelterbelts and farm woodlands, as well as semi-natural riparian woodland, which contribute to visible tree cover.

Visible woodland also includes the recent plantations around commercial buildings in Newton Aycliffe, just outside the Borough boundary, Cumby's Plantation and the adjacent shelterbelts are of dense mixed character, with ash, sycamore and pine. Willow is more common along watercourses, and there is some regenerating scrub on the carrs. Hawthorn hedges predominate, and are generally in good condition though outgrown in some locations. Ash trees are common in field boundaries throughout the area. Sub-regular patterns of low clipped hedges, often fragmented by the amalgamation of arable fields, with scattered hedgerow oak and ash.

- There is little settlement in this area, though it is adjacent to the villages of Heighington and Coatham Mundeville. A medieval village was located at Whessoe, though there is limited visible evidence and the site is not scheduled. Coatham Mundeville also has an extensive medieval village site which is scheduled and comprises several visible earthworks on the boundary of this character area and the Upper Skerne (Area 5). The conservation area of Heighington includes the area around Trafalgar House which provides important setting to the village. There are a small number of listed farm buildings in the area, with other period farms as well as more utilitarian structures. Running north-south through this area, the route of the Stockton & Darlington Railway remains in regular use. Features associated with the railway include a listed crossing keeper's cottage on Coatham Lane.
- Aside from large-scale farm buildings, the principal modern feature in the

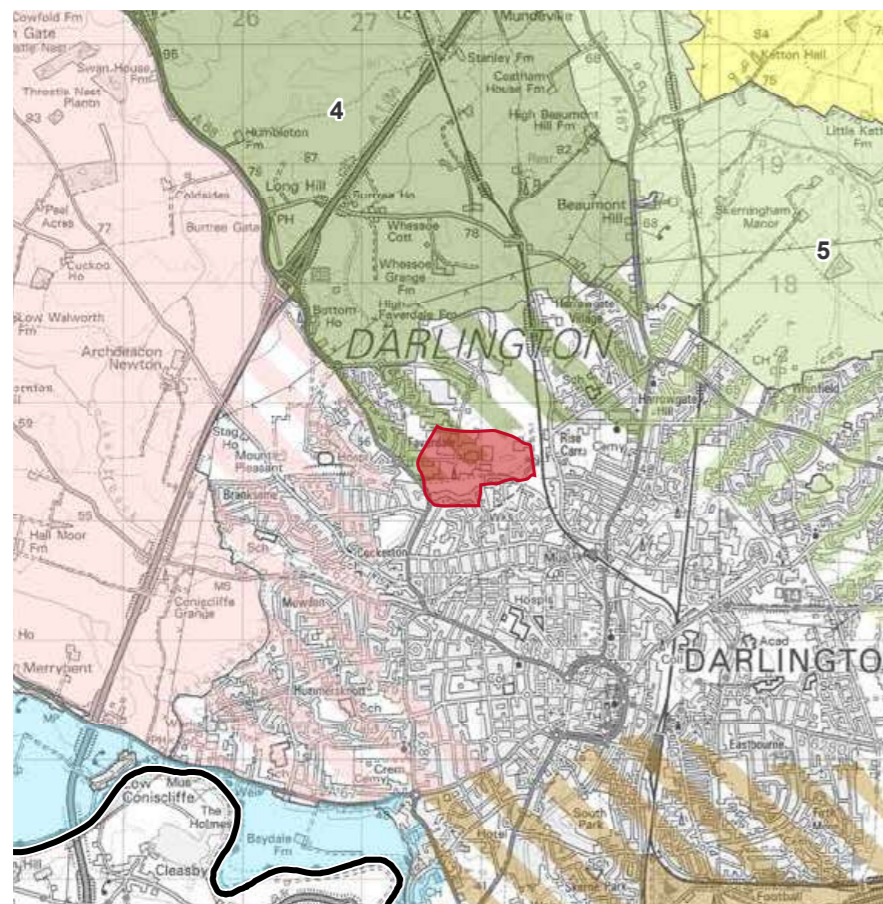
area is the A1(M) which cuts through the south of the area. The A68, A167 and A6072 run along the east and west edges of this area. Otherwise there are few roads: the B6444 linking Newton Aycliffe; and Burtree Lane which crosses the area further south. Both are busy, though Burtree Lane retains a semi-rural character.

- High-voltage power lines also cross this southern area. Although outside the character area boundary, commercial buildings at Faverdale and in Newton Aycliffe are visible from within it.
- A good network of public footpaths and cycle paths connects this area with Heighington, Coatham Mundeville and Newton Aycliffe, though links south into Darlington are fewer.
- A relatively contained landscape, sloping eastward but with fewer long views. There are southward views from the A68 across the Tees Valley, and to the south-east the North York Moors can be seen in the distance. From within this area the horizon is more commonly close by, with a flat or gently undulating skyline dotted with trees or plantations. Local high points, such as along Burtree Lane, offer views north towards Heighington.
- Though predominantly rural, and with limited built development, the A1(M) and other busy roads combine with visible large-scale development in adjacent areas to reduce the sense of tranquility. Traffic noise pervades much of this landscape.

- At Faverdale, the southern edge of the area has an urban fringe character, arising from scattered houses, power lines and commercial developments, including the very large Argos depot and its broad access roads.

Landscape Sensitivity Assessment

As part of this assessment the Council has also developed a Landscape Sensitivity Assessment. This assessment evaluates the sensitivity for each character area, including a discussion of the general landscape and visual sensitivity of the area



of development; and a more focused examination of the landscape and visual sensitivity of settlement edge areas to housing development and are described as:

Landscape and visual sensitivity to built development:

- The generally open and gently undulating nature of the landscape indicates lower overall sensitivity, though there are areas inset which are of increased sensitivity, including the more elevated and visible parts of the landscape, as well as the enclosed woodland along the Dene Beck. There are strong human influences at the fringes of this landscape, though it remains a rural area with remnant wetland carr, and provides important connections between town and country, for people and wildlife.

Key sensitivities within this landscape include:

- Rural character, particularly north of the A1(M);
- Visible high ground, including the broad ridge at Whessoe which provides containment to the settlement of Darlington;
- Remaining areas of carr and marsh, both designated and undesignated;
- Field trees, riparian woodland and shelterbelts; and
- Importance of providing connectivity between town and country, for people and wildlife.

Key sensitivities at settlement edges:

- The northern edge of Darlington is adjacent to this character area, and the

village of Heighington is at the north-east edge. Part of School Aycliffe also lies within this character area.

- At the northern edge of Darlington there is a mix of modern housing developments, large business parks and some smaller areas of light industry. High voltage overhead power lines cross the countryside and the A1(M) travels in a north-south direction and as such provides less containment to any potential residential expansion in this area. The countryside is relatively elevated and open in character, providing a rural setting to a number of scattered period farmsteads. Residential development here would erode the rural setting and potentially encourage further residential development into countryside further north. The maintenance of the River Skerne to Faverdale strategic green corridor, connecting the built up area to the wider landscape, is also a consideration for this area. Accordingly, these areas are considered to be of higher overall sensitivity, subject to more detailed analysis.
- Heighington is among the larger villages in the Borough, and is centred on a broadly rectangular green around the parish church. More recent development has expanded the village on all sides, but to the west in particular. Character area 4 wraps around the village. To the east the conservation area extends out to the A6072 offering little scope for development in this direction. The southern and western edge of the settlement is potentially less sensitive, though there is public open space and a relatively robust settlement boundary.

Site Characteristics

A description of the Site itself in the context of the immediate surrounding area and including an assessment of the more immediate local landscape character is provided below.

The following observations are based on interrogation of aerial photography, study of OS maps and field study carried out in September 2020 and in August 2022. The field study included site survey work and exploration and recording of the surrounding countryside and adjacent urban areas from roads, the public rights of way network and other publicly accessible spaces.

Land use and Vegetation

The Site covers a roughly rectangular parcel of land used for intensive

agriculture, and comprises a series of arable crop and grazing fields bound by mature hedges, although some have become fragmented, interspersed with native woodland, hedgerow trees and small plantations.

There are several working farms with large scale farm buildings and residential properties present within the Site.

The Site is situated within the north west settlement edge of Darlington with a surrounding mix of development, including large scale buildings, major transport infrastructure and overhead transmission power lines which are prominent and dominant features within the landscape with some visual intrusion, and give the Site an urban edge character

There are clusters of semi-natural habitats of ecological importance, which include a small watercourse, wetland and woodland. Within the Site, a number

of the trees are covered by Tree Preservation Orders and additionally there are notable hedgerows and trees of veteran and notable status which are all therefore considered of high value.

To the south and east, the urban landscape character comprises the dense settlement of Darlington, and to the north and west, beyond Burtree Lane and the A1(M) corridor, lies the open character of the countryside with its agricultural fields and undulating landform with farmsteads, small nucleated villages and settlements. The road links of the A1(M) to the west with its raised flyover over Burtree Lane and the Stockton to Darlington railway line to the east provide a physical and visual barrier between the dense urban character of Darlington to the south and east and the outlying open rural agricultural landscape to the north and west.



View south west towards the Pennines



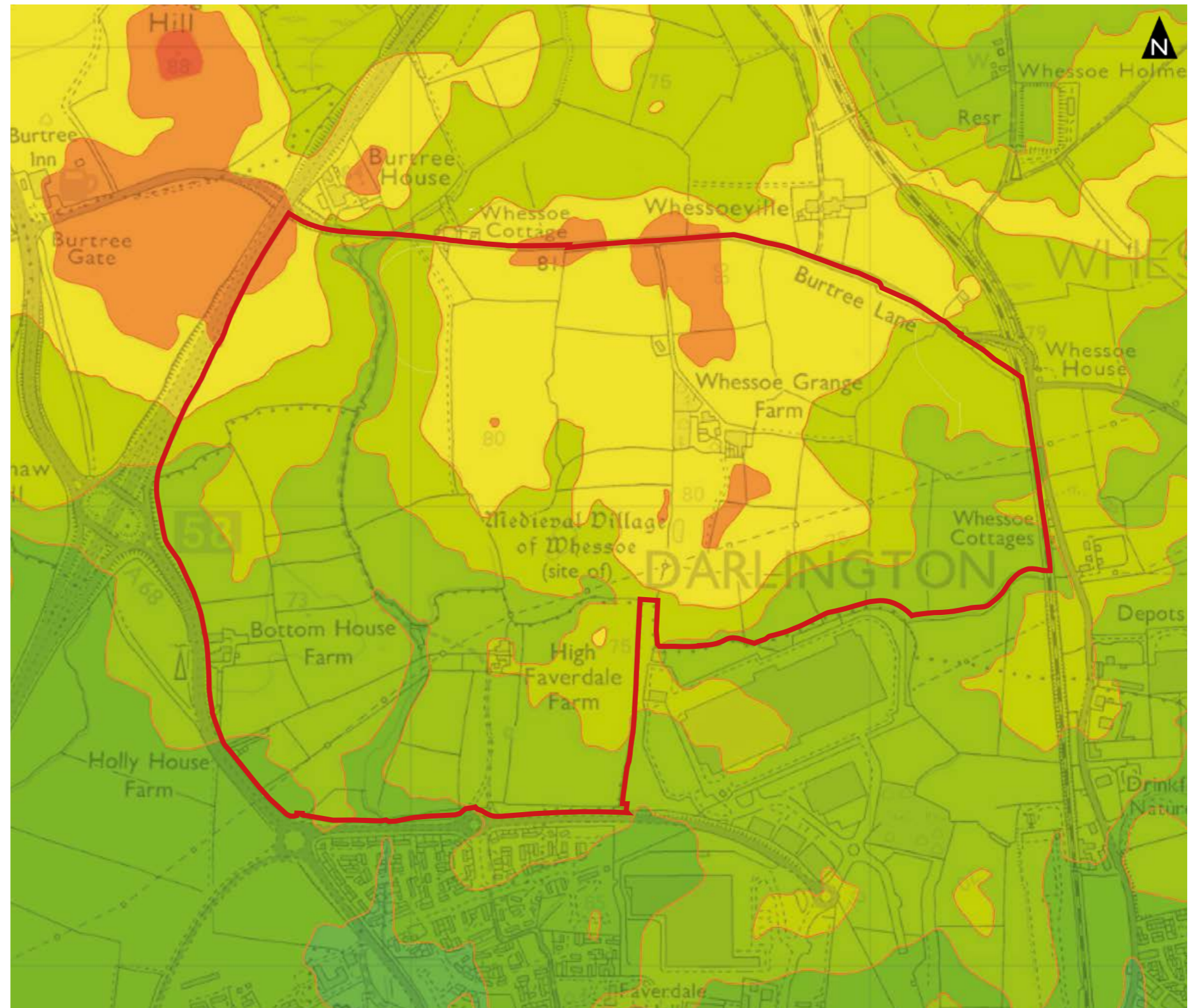
View north east across existing SUDS basin towards entrance from Burtree Lane



View north of the curved beck creating open views

Landform and Topography

The Site has a southerly aspect with a generally open gently undulating landform ranging between 73m to 80m AOD. The Site rises from the south to the north dissected by a wooded beck within the south western part of the Site, which runs in a north south direction. The landform rises north towards Burtree Lane and the A1(M) corridor to the west and continues to rise up, although interrupted by the A1(M), towards Heighington to the north west, and Newton Aycliffe to the north which occupy a fairly elevated position. To the south of the Site the landform continues to fall south and eastwards towards the River Skerne valley located to the south and east of Darlington.



Key

- | | |
|--|---|
| — Burtree Garden Village site | ■ 70-75m AOD |
| ■ 60-65m AOD | ■ 75-80m AOD |
| ■ 65-70m AOD | ■ 80-85m AOD |

Site topography plan

Landscape Features

Key features of the landscape within the site are:

- A small watercourse (beck) lies to the west of the Site and flows north to south, passing through the south west corner of the Site. The beck connects from a small watercourse north east of Burtree House, via a culvert beneath Burtree Lane and flows towards the south west boundary of the Site to Rotary Way, where it enters a culvert beneath the road and connects southwards through the adjacent housing estate at Abbotsfield Way.
- There are three small field pond features within the Site and two adjacent to the Site. One at the centre of the Site, just to the south of Whessoe Grange Farm, one to the north west of Whessoe Grange Farm and a further pond lies to the south of Faverdale Farm, within the south part of the Site.
- There is a public right of way (PROW) which runs north south through west part of the Site part of the Site in a north-south direction, mainly following the route of the watercourse from Burtree Lane to the north west and links to Rotary Way to the south and High Grange and the wider network of public footpaths and cycleways beyond, including the Teesdale Way and National Cycle Route 14. This PROW provides one of the few links in this locality south into Darlington and connects via Burtree Lane with Patches Lane and a PROW at Whessoville to the north east and the wider network beyond. Public accessibility to rights of way is generally highly valued and the public footpath is considered to be of high value at a local scale.
- Notably to the west is the A1(M) motorway with the intrusive noise of

traffic which is a particularly prominent feature within the landscape and to the southwest the A68 connecting with the A1(M) at junction 58. To north lies the busy semi-rural Burtree Lane, to the east Stockton to Darlington railway line and Whessoe Road, and to the south boundary a combination of the Faverdale Industrial Estate (including the large Argos Distribution Warehouse) and Rotary Way. A high voltage overhead transmission power line crosses the Site in a north east to southwest direction.

- There are a number of veteran trees present onsite which should be retained where possible and integrated into the proposed green framework.



View of the existing footbridge crossing Dene Beck



View north east of ridge and furrow



View north west towards the A1



View north of the curved beck creating open views



View north east across existing SUDS basin towards entrance from Burtree Lane

The plan adjacent highlights the existing landscape features which should be retained as part of the overall green framework, which includes existing trees and veteran trees alongside hedgerows.

The Dene Beck stream is located on the south-western part of the Site, and has a number of mature and veteran trees within the stream's riparian zone, including a number of mature crack willows, elms, sycamore and ash and two rare mature and one early-mature native black poplar trees.

The two mature native mature (T87, T88) and the single early-mature (T86) black poplar (*Populus nigra* 'betulifolia') trees are located just outside the Phase I Site's western boundary. This sub-species is the rarest large growing native 'timber' tree species in the UK. These three trees were identified as the rare native black poplar, due to the fact that they have spiral galls on their leaf stalks, which is one of the identifying features, along with a lean to the stem and stem burrs on the older specimens. The galls are caused by the poplar spiral gall aphid (*Pemphigus spirothecae*). There are however, no records of this aphid species being found in County Durham. Most native black poplar trees are males, identified by their purple catkins in spring. Female trees, which are identified by their green catkins followed by fluffy seeds, are much rarer. We were unable to identify the sex of the two identified mature (T87, T88) and the early-mature (T86) native black poplar trees as they weren't surveyed at the time when their catkins were present.

Key

- Burtree Garden Village site
- Phase I site
- Existing trees to be retained
- Existing hedgerows to be retained
- Black Poplar trees



Plan showing existing features to be retained

Black poplars have formed an important part of our Durham landscape and elsewhere have inspired the famous painter, Constable. They are increasingly rare. Only around 7,000 wild black poplars now grow in Britain and of these, only 600 are female trees. The tree is the food plant for the caterpillars of many moths, including the hornet, wood leopard, poplar hawk and figure of eight. The catkins provide an early source of pollen and nectar for bees and other insects, and the seeds are eaten by birds.

Hellens and Homes England are working with the Forestry Authority to carry out genetic tests on the trees. It is intended that in the future cuttings will be taken and new trees grown on to be planted on the site as part of an arboretum, to safeguard the species for the future.



Imagery showing existing black poplar trees on site

Landscape Value of the Site

The landscape of the Site and the immediate surrounding area is of mixed quality and components and not of high quality with little perception of remoteness or tranquillity.

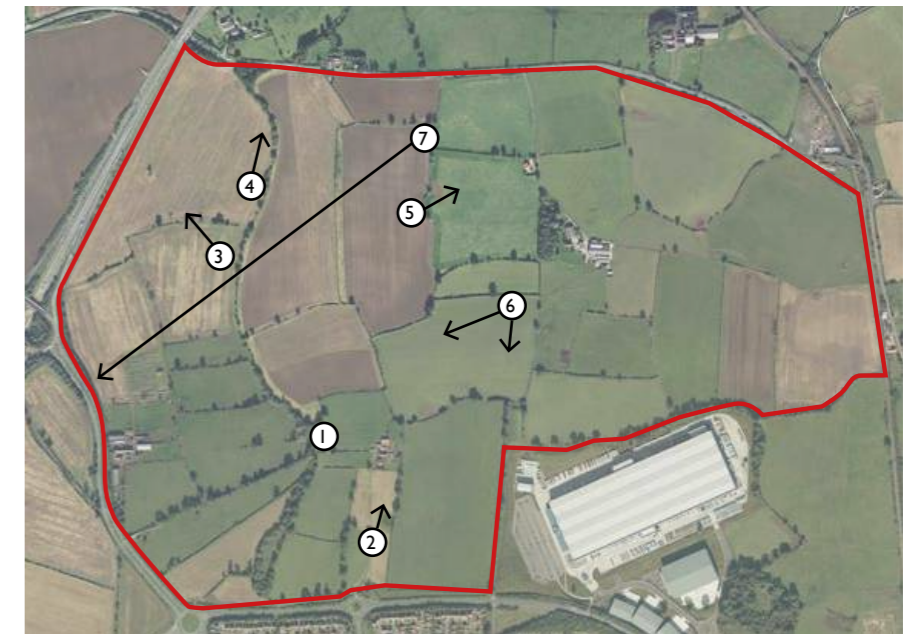
In part, the landscape comprises typical urban edge / peri-urban development with many suburban characteristics that are of ordinary quality, similar to other areas with poor features present. The urban influence of Darlington and surrounding infrastructure already form part of the baseline character, with prominent or dominant components of the landscape.

The presence of urban development including large scale buildings, the strategic transport corridors which pass through the landscape, which is also crossed by overhead powers lines, all of which may be considered to be detractive visual influences and which reduce perceptions of remoteness and tranquility associated with the countryside. This is an undesignated landscape for which urban influences and development are a key characteristic.

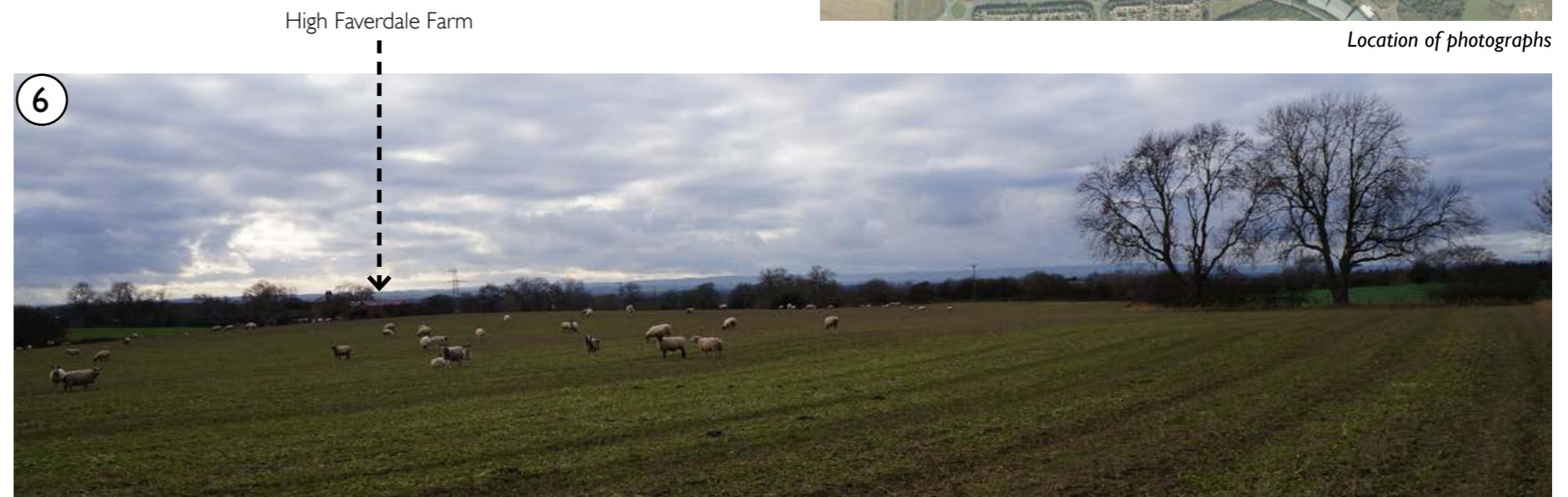
It is considered overall that the Site and the immediate surrounding area are of medium-low landscape value in terms of its broad landscape characteristics with elements and features within the Site itself and adjacent areas of higher value at a local scale.

At the local level, the PROW that runs north south through the west of the Site has medium value as it does not appear to be well used. It will be retained but diverted in places to accommodate parts of the phase I development.

There is scope to improve and enhance the Site by means of appropriate mitigation proposals with opportunities to better provide for green and accessible space, softening of the settlement edge and enhancements to hedgerow and woodland cover with a woodland planting scheme.



Location of photographs



View south west towards the Pennines



View south west towards the Pennines

3.4 Visual

Based on site observations, it is considered that the extent of inter-visibility of the site is greatest within 2km of the site. There are a few and limited views of the site from beyond this distance and these are mainly from areas to the west of the site.

The site is well screened to the south east along Whessoe Road due to topography, intervening built form and existing trees. From the north east there are more open views to and from the wider landscape. However from the west and south west the topography and intervening tree planting along the A68 and the majority of the A1(M), forming the west and south western boundaries to the site, provide intermittent screening.

Views from the south towards the site are well screened due to the existing hedgerow and trees southern site boundary. The more dominant views into the site will be adjacent to the proposed site entrance from the roundabout on Rotary way.

Future Baseline

It is anticipated that, should the proposed development not be implemented, that the site conditions would remain as existing. However, given the allocation of the site for mixed-use development it is likely that development of a similar scale will come forward on the site in the future, and any impacts would be similar to that set out as part of the proposed development.




























Level	Visual Receptor
High	<div>Residents at properties at:</div> <ul style="list-style-type: none">• Quess How, residential property retained within the Phase I site boundary to the north of the site• Holly House, residential property, and outbuildings to the south west of the site boundary• Bottom House Farm, residential property, and outbuildings to the south west of the site boundary• Burtree House, residential property, and outbuildings to the north west of the site boundary• Whessoe Farm Cottage, residential property, and outbuildings to the north west of the site boundary• Little Whessoe, residential property, and outbuildings to the north east of the site boundary• Whessoe Holme, residential property, and outbuildings to the north east of the site boundary• Whessoe House, residential property to the east of the site boundary• Whessoe Cottages, residential property to the east of the site boundary• 5 properties along Burtree Lane to the east of the site boundary• High Beaumont Farm, residential property, and outbuildings to the north east of the site boundary• Stag House, residential property to the south west of the site boundary• Archdeacon Newton, Acorn Dairy Farm including several building to the south west of the site boundary• West Park, residential development to the south west of the site boundary• Faverdale, residential development to the south of the site boundary adjacent to Rotary Way• Users of the public rights of way network in and surrouding the site.
Medium	<div>Vehicle users of the:</div> <ul style="list-style-type: none">• A1 (M) as they travel south bound along the western boundary of the site• A68 as they travel south bound along the south western boundary to the site• Rotary Way as they travel along the southern boundary of the site• Burtree Lane as they travel along the northern boundary of the site
Low	<div>People working at the Argos Warehouse and Faverdale Industrial Estate</div>

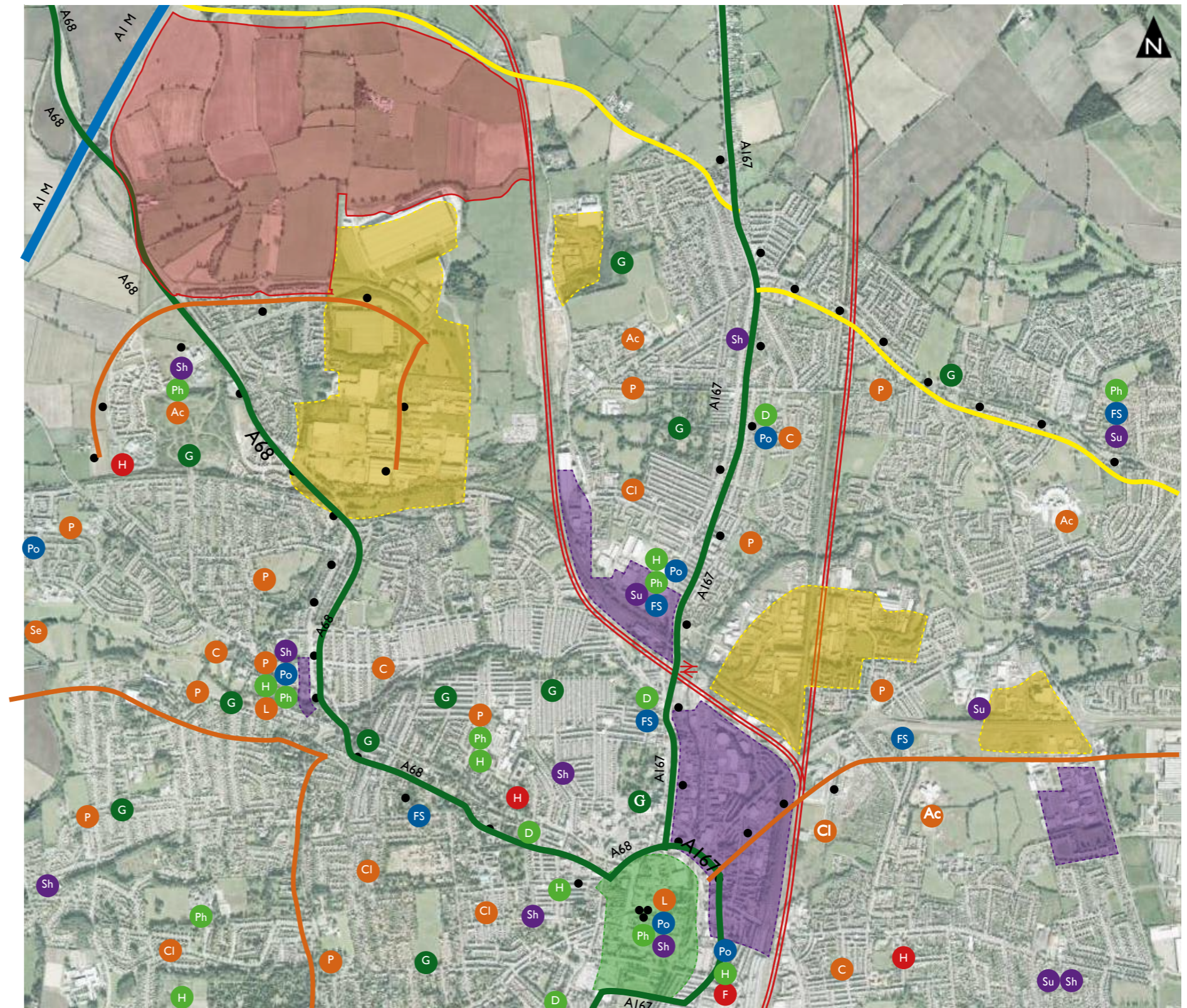
3.5 Services and Facilities

This plan identifies the wide range of facilities close to the site alongside the areas of employment all of which are within close proximity to the site. The site will be developed as a self-sustaining Garden Village with its own range of services and facilities including shops, a school and community facilities.

Therefore not only will the site and proposed housing development have access to facilities and services on site but it also has access to a good range of services nearby including those at West Park, excellent connections with the A1(M) and close to a significant number of employers at Faverdale Industrial Estate.

Key

- | | | | |
|---|-----------------------------|---|---------------------------|
|  | Site boundary |  | Filling station |
|  | Bus stop |  | Post office |
|  | Rail stations |  | Pharmacy |
|  | Railways |  | Health care facility / GP |
|  | Motorway |  | Dentist |
|  | Primary road |  | Academy / free school |
|  | Secondary road |  | Primary / junior school |
|  | Other main road |  | Secondary / high school |
|  | Darlington Town Centre |  | College |
|  | Retail / business park |  | Library / learning centre |
|  | Industrial / business park |  | Community centre |
|  | Supermarket |  | Green space / park |
|  | Shopping / mini-supermarket |  | Hospital |
| | |  | Fire station |



Services and facilities plan



Local precedents

3.6 Character Studies

Analysis has been carried out to identify local architectural and spatial characteristics surrounding the study area. The following areas were chosen as making positive contributions to local character which can be used to influence the look and feel of the proposed development:

- Gainford Village Green;
- Haughton Le Skerne Main Street; and
- Heighington Village Green.

The analysis includes:

- Architectural style;
- Materials;
- Massing;
- Solid to void ratios; and
- Landscaping.

The analysis has influenced the architectural style and spatial development for the proposals within the masterplan and the Design Code.

Gainford Village Green

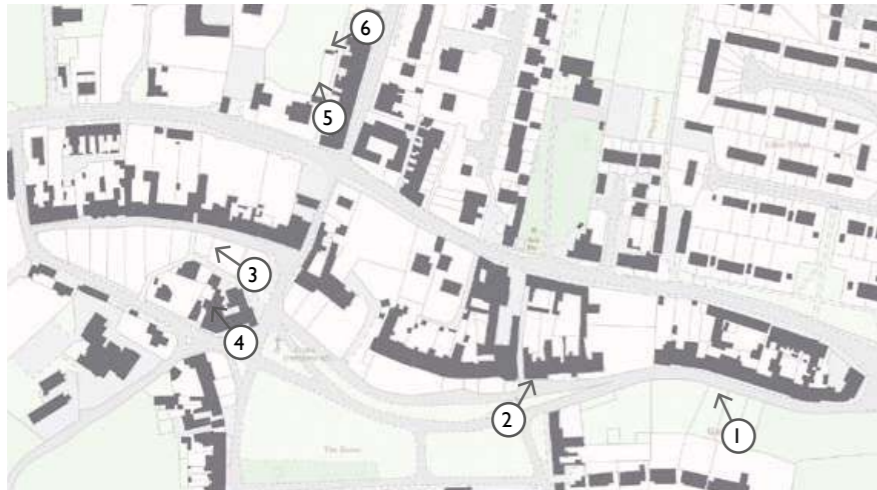


Figure ground diagram showing photograph locations



Tees View



Tees View



High Row



Piggy Lane



North Terrace



North Terrace

Architectural Style

The historic core of Gainford is centred around the village green and is surrounded by mid-18th Century Georgian rural architecture. The streets leading away from the green have elements of Victorian terracing in a more formal 'planned' orientation. The housing has pitched roofs with, often small, vertically aligned window openings and a high degree of symmetry. Properties vary in size from plot to plot and form terraces of varying lengths creating an enclosure around a central green space.

Material

The predominant building materials are light coloured sandstone, light coloured renders and brick. Roofing materials of slate and terracotta tile.

Massing

Most buildings in Gainford are two storeys in height, with some three and two and a half storey houses, which add a great deal of interest to the street. Primary frontages are generally terraced creating a strong sense of enclosure.

Street Alignment

Housing frontages in the character area generally run in parallel with the street. Most houses do not have a 'traditional' front garden and instead front directly onto the street or have a narrow (approximately 1 metre) landscaped strip. Due to the terraced arrangement and lack of private frontage to housing the

majority of parking is informal, on-street parallel parking with a limited amount of parking to the rear of housing. The roofscape of the street creates rhythm with building height varying from plot to plot and combined with varying setbacks from the road creates visual interest. Chimneys on every building add to the character and visual interest of the roofscape.

Urban Morphology and Street Hierarchy

Gainford's development began around the existing village green with elements of buildings dating back as far as the 9th Century. In the late 20th Century buildings beyond the primary frontage spread north beyond Main Road (A67). In the mid to late 20th Century developments were built with access roads to the north off the A67.



Diagram showing roof alignment



Diagram showing solid to void ratio

Landscape

Gainford is defined by its large village green which has mature trees on its periphery. The green is dissected by access routes or desire lines which date back to at least the mid 19th century. The landscaping slopes and plateaus towards the River Tees to the south of the village giving property to the north of the green an elevated position. The majority of properties front onto the public areas, housing with private front gardens have low front walls or hedging as boundary treatments.



Looking east along High Green



Looking south over Low Green



Key

- Private front gardens
- Public open space
- Allotment gardens

Diagram showing types of open space and location of photographs

Heighington Village Green

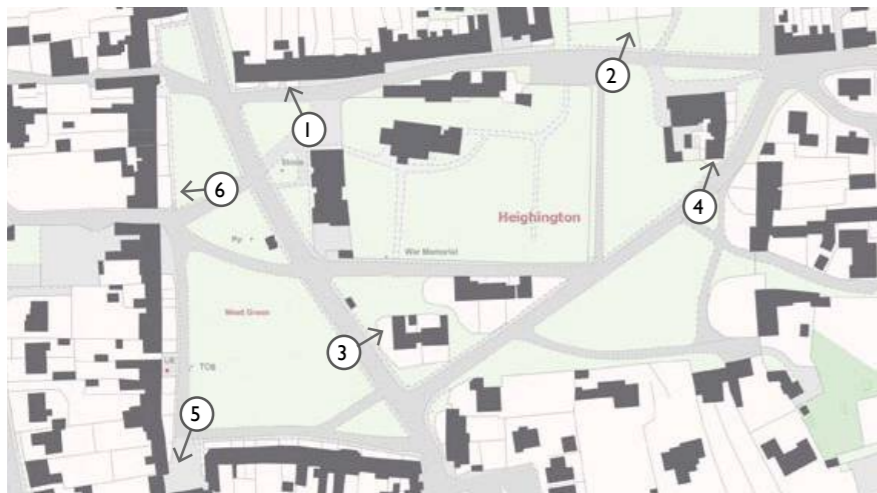


Figure ground diagram showing photograph locations



Church View



Church View



Darlington Road



East Green



West Green



Water Lane

Architectural Style

The village of Heighington, found to the north of the study area, has a large village green surrounded by terraced housing in a variety of architectural styles. The majority of properties are of a Georgian agricultural style dating from the mid-19th Century. Housing generally has pitched roofs with the exception of a Georgian villa with a parapet flat roof. Windows are vertically aligned and bay windows are common.

Material

The predominant building materials are light coloured sandstone, light coloured renders and brick. Roofing materials of slate and terracotta tile.

Massing

The buildings within Heighington village green are all two storeys however due to variation in floor to floor heights there are substantial variations in building heights. Primary frontages are generally terraced creating a strong sense of enclosure.

Street Alignment

Housing frontages generally run in parallel with the street. Most houses have a small private garden to the front which is separated from the public areas by a small stone wall. The varying plot arrangements allow for a variety of car parking solutions from informal on street parking to private in plot parking

to the front, side and rear. The roofscape of the street creates rhythm with building height varying from plot to plot and combined with varying setbacks from the road creates visual interest. Chimneys on every building add to the character and visual interest of the roofscape.

Urban Morphology and Street Hierarchy

The village of Heighington developed around St. Michaels Church which is at the centre of the village green. The primary route through the village was historically around the periphery of the built element of the village, to the north, west and south, with historic maps showing the routes through the green space as informal lanes.



Diagram showing roof alignment

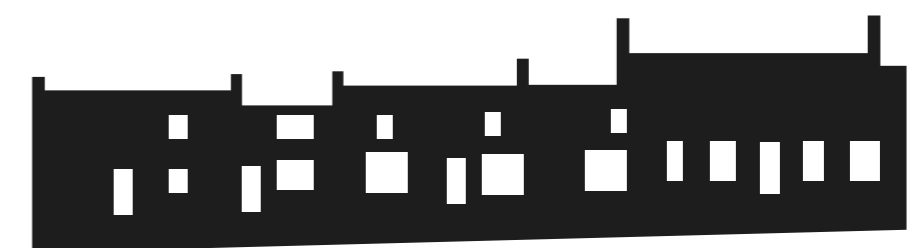


Diagram showing solid to void ratio

Landscape

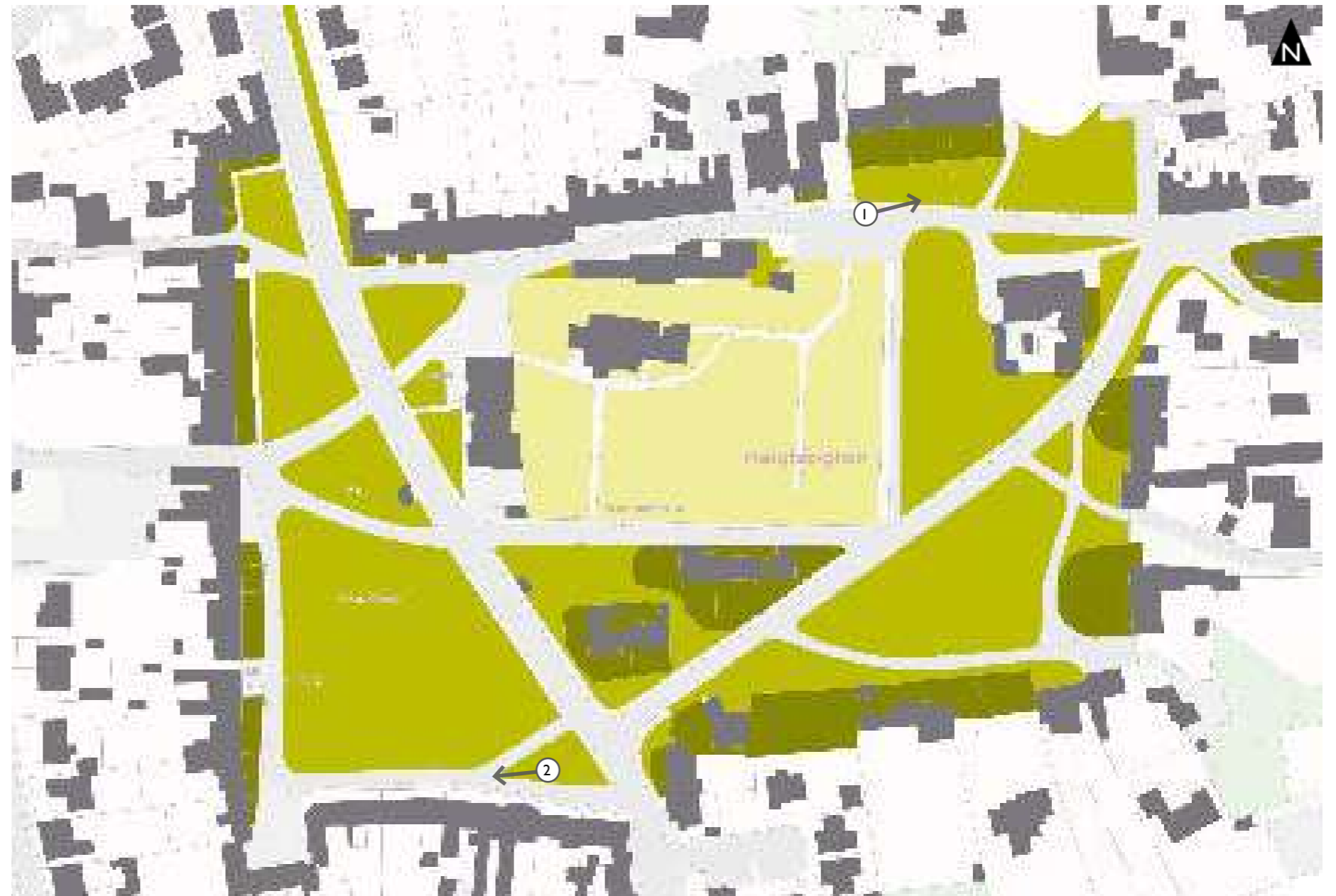
The village green space in Heighington has St. Michaels Church and graveyard at the centre which is characterised by mature trees and a high (approximately 1200mm) stone wall surrounding the grounds. Around the church are a number grassed areas which are dissected by roads some of which include mature trees.



Looking east along Church View



Looking west over West Green



Key

- Private front gardens
- Public open space
- Allotment gardens

Diagram showing types of open space and location of photographs



Figure ground diagram showing photograph locations



Haughton Green



Haughton Green



Haughton Green



Haughton Green



Haughton Green



Haughton Green

Architectural Style

Haughton Le Skerne is a suburb of Darlington which is built around a linear village green. The majority of properties are from the Georgian and Victorian period with some late 20th Century infill which loosely references these periods. Housing has pitched roofs with vertically aligned windows. Bay windows are common and appear to be later additions in the case of the Georgian properties.

Material

The predominant building materials are light coloured sandstone, light coloured renders and brick. Roofing materials of slate and terracotta tile.

Massing

The buildings along Haughton Green are generally two storey with elements of two and half storey with a basement level which elevates the ground floor by half a storey. There are also some bungalows along the main frontage which are modern additions referencing adjacent period cottages along Kennel Lane as well as a small amount of one and half storey housing.

Street Alignment

Housing is aligned in a linear fashion in parallel with Haughton Green. The set backs of buildings from Haughton Green varies along its length from housing directly on to the path to housing with a parallel access land off Haughton Green separated an avenue of mature trees. The roofscape of the street

creates rhythm with building height varying from plot to plot and combined with varying setbacks from the road creates visual interest. Chimneys on every building add to the character and visual interest of the roofscape.

Urban Morphology and Street Hierarchy

Haughton Le Skerne dates back to the 12th Century when St. Andrews Church was built at the western end of the village green. By the mid-19th Century the street alignment was established with Georgian terraces to the eastern end of the village green and detached housing to the west. The fabric of the village green has remained constant with the addition of several infill development which has increased the sense of enclosure along the street. By the late 19th Century the secondary access road had been established.



Diagram showing roof alignment



Diagram showing solid to void ratio

Landscape

Haughton Le Skerne's linear village green is fragmented and characterised by mature trees. The varying set backs of buildings from the main road allow for some front gardens giving an interesting variation in landscaping along the length of the street.



Looking north west along Haughton Green



Looking west along Haughton Green



Key

- Private front gardens
- Public open space
- Allotment gardens

Diagram showing types of open space and location of photographs

3.7 Heritage

Further details regarding the characteristics of existing above and below ground assets and the approach to local heritage will be outlined in a later chapter; some of these heritage assets include:

- The manor house ruins and wall, 70m south-east of Whessoe Grange Farmhouse, Burtree Lane
- The Stockton and Darlington Railway
- Non-designated Farmsteads.

It is not possible to say with any certainty that existing buildings will be retained as neither detailed structural surveys have been undertaken nor detailed design development of possible proposals / uses. Phase I application documents state that these buildings will be retained where possible, however this should not be a barrier to the delivery of the proposed use if the existing buildings are deemed to be unsuitable for conversion.



Local Heritage Assets

3.8 Constraints and Opportunities

Constraints

- The site forms a large area of undulating farmland which is bound to the east by the Tees Valley Railway Line and to the west by the A1(M).
- Within the study area are several farms and field network which are defined by hedgerows.
- Running east - west across the site allocation are low voltage overhead power lines. These cut across the south east corner of the site.
- The Argos Distribution Centre is a large structure which is visible from the northern areas of the site, however due to topography and lower level nature of building, the building is not a dominant feature on the skyline. Further buffer planting would assist in concealing this building.
- There are several watercourses running through the wider area, located to the west of the site which are aligned to field boundaries.
- The majority of trees are found within hedgerows. Elsewhere there are relatively few wooded areas other than around the existing farm buildings.

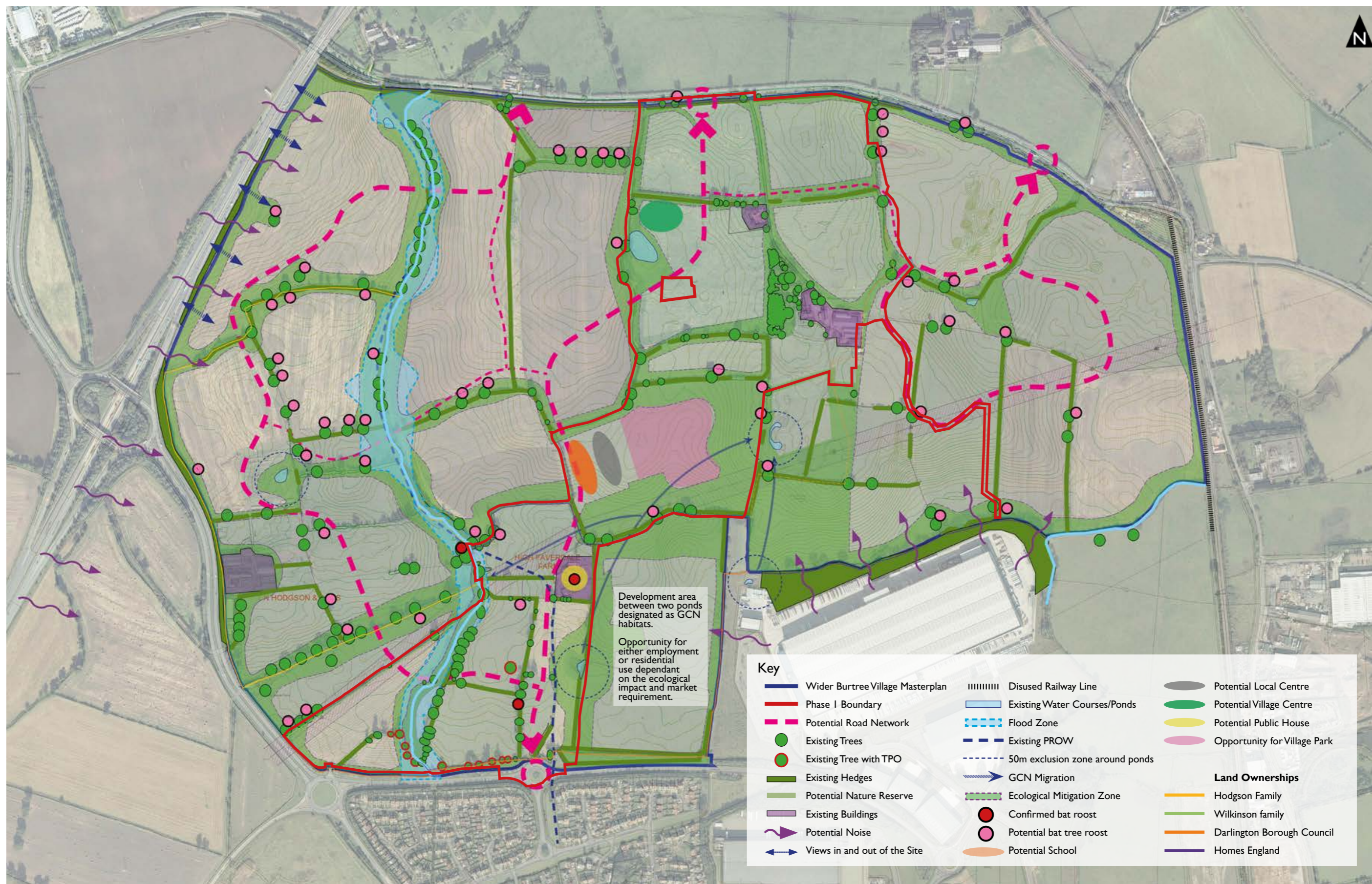
- There is an area of woodland to the east of the Argos Distribution Centre and Samian Way outside the development site which contains a significant number of mature and well established trees.
- To the east is the Darlington to Bishop Auckland railway line. There are associated noise issues with this which require a buffer to the railway line before any built development.

Opportunities

- Opportunity to create a strong green / blue grid which retains and enhances existing landscape features working with the site's topography and existing landscape routes, in particular two existing north - south green routes.
- There are opportunities for circular routes around the perimeter of the site and to create a centrally located park which will connect via a series of green routes through the site.
- The provision of a village centre alongside a school, retirement living, shops

and pub creates the opportunity for greater interaction amongst residents.

- Opportunity to introduce SuDS detention basins as a landscape feature to improve the setting of development.
- Opportunity for the provision of local centre and access to open space.
- Opportunity for recreational facilities for use of all residents and the wider community.
- Opportunity for the provision of community allotments for use of all residents and the wider community.
- Opportunity for improved public access and connections to the surrounding footpath network.
- Opportunities for green links around and through the site alongside informal play and 'trim trail' routes through and around the site perimeter.
- Opportunity for a multi-functional green infrastructure with SuDS which promote biodiversity and help reduce the speed at which rainwater enters existing watercourses.



Constraints and opportunities plan



04 DESIGN CONCEPT

4.1 Overarching Vision

The Burtree Garden Village will be a mixed use development with high quality design and will provide a higher percentage of Public Open Space than a typical urban extension.

Key opportunities:

- A new residential neighbourhood and self-sustaining community.
 - Offering a wide range of housing typologies and tenures enhancing sustainability.
 - New employment and mixed-use opportunities.
 - Provision of new community infrastructure.
 - Access to a significant amount of POS, sports and recreation opportunities.
 - Landscape-led design:
 - Overall masterplan achieves circa 32% POS
 - Phase I achieves circa 40% POS
- (Typical residential scheme achieves 20-30%).
- Providing education, fitness and wellbeing opportunities within the green framework.
 - Providing art opportunities within the landscape framework

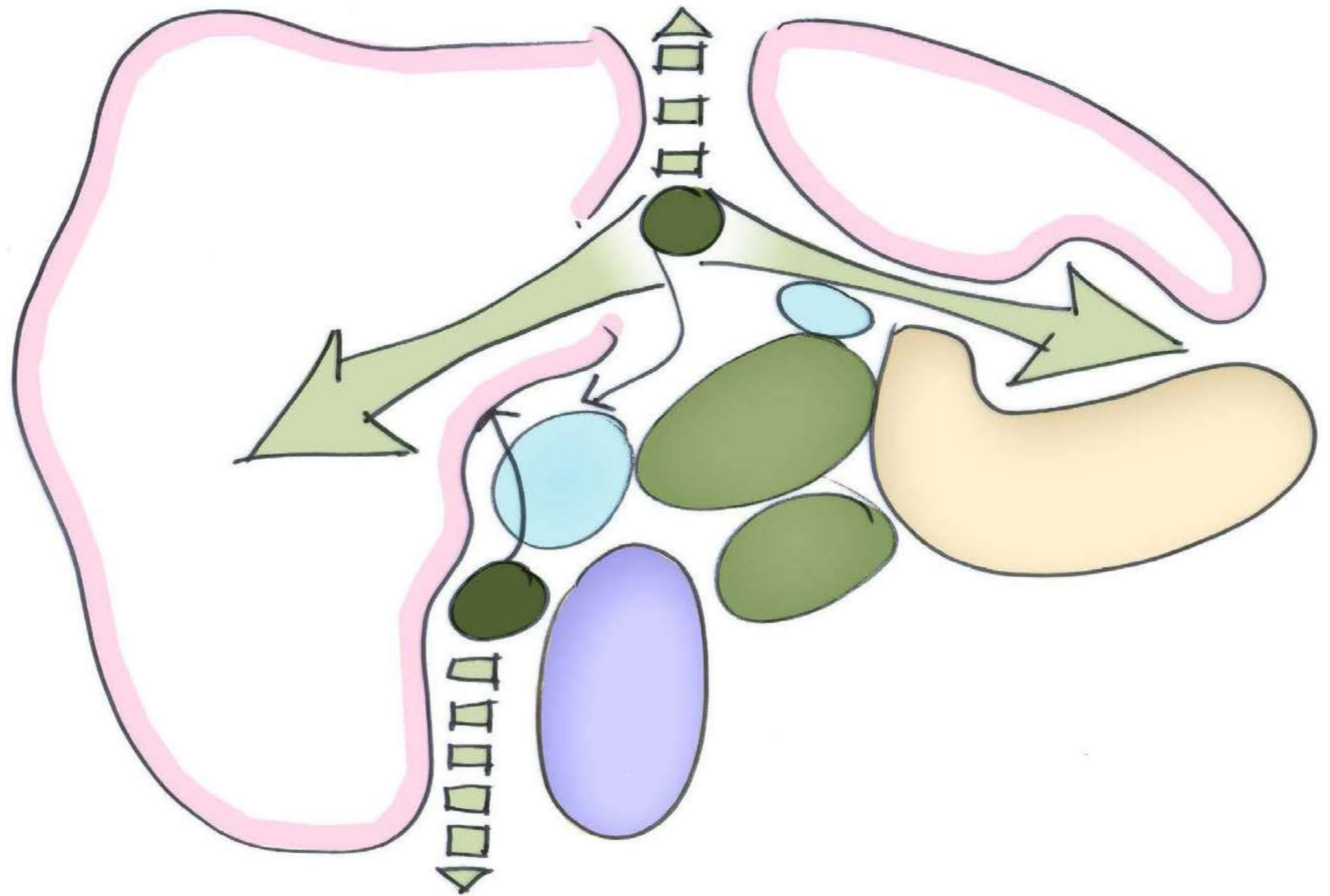


Vision precedents

4.2 Concept

Vision Sketch

The vision sketch shows the initial vision for the masterplan showing the intended location for the key land uses within the scheme including the residential parcels, green spaces, access routes and commercial zones.



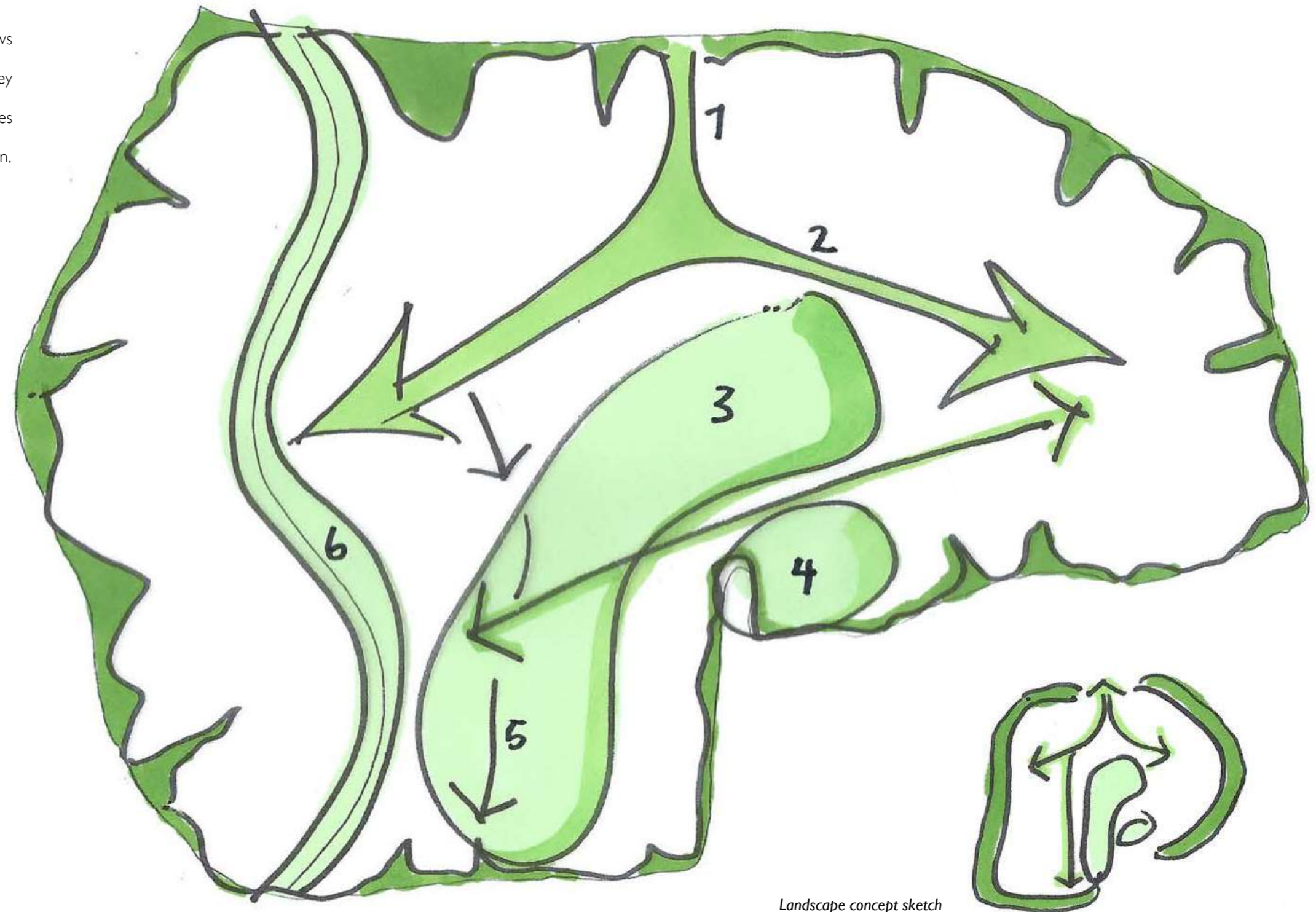
Key

- Green structure (major)
- Mixed use and play / amenity
- Village Green / gateway
- Housing
- Park and nature reserve
- Employment
- Housing / Employment

Vision sketch

Landscape Concept Sketch

Following the vision sketch, the landscape concept sketch shows the initial concept for the masterplan broken down into the key landscape elements - highlighting the green routes and spaces that will play a significant role in the landscape-led masterplan.



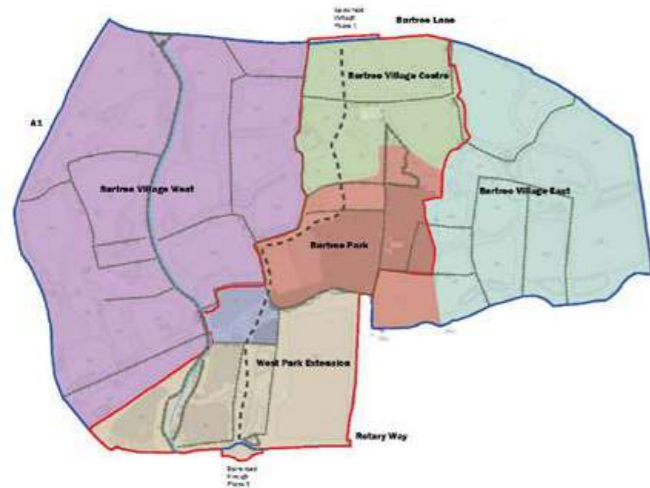
- Key
- 1. The Avenue
 - 2. Fairways
 - 3. Parkland
 - 4. Nature Reserve
 - 5. Spine
 - 6. Beck

Landscape concept sketch

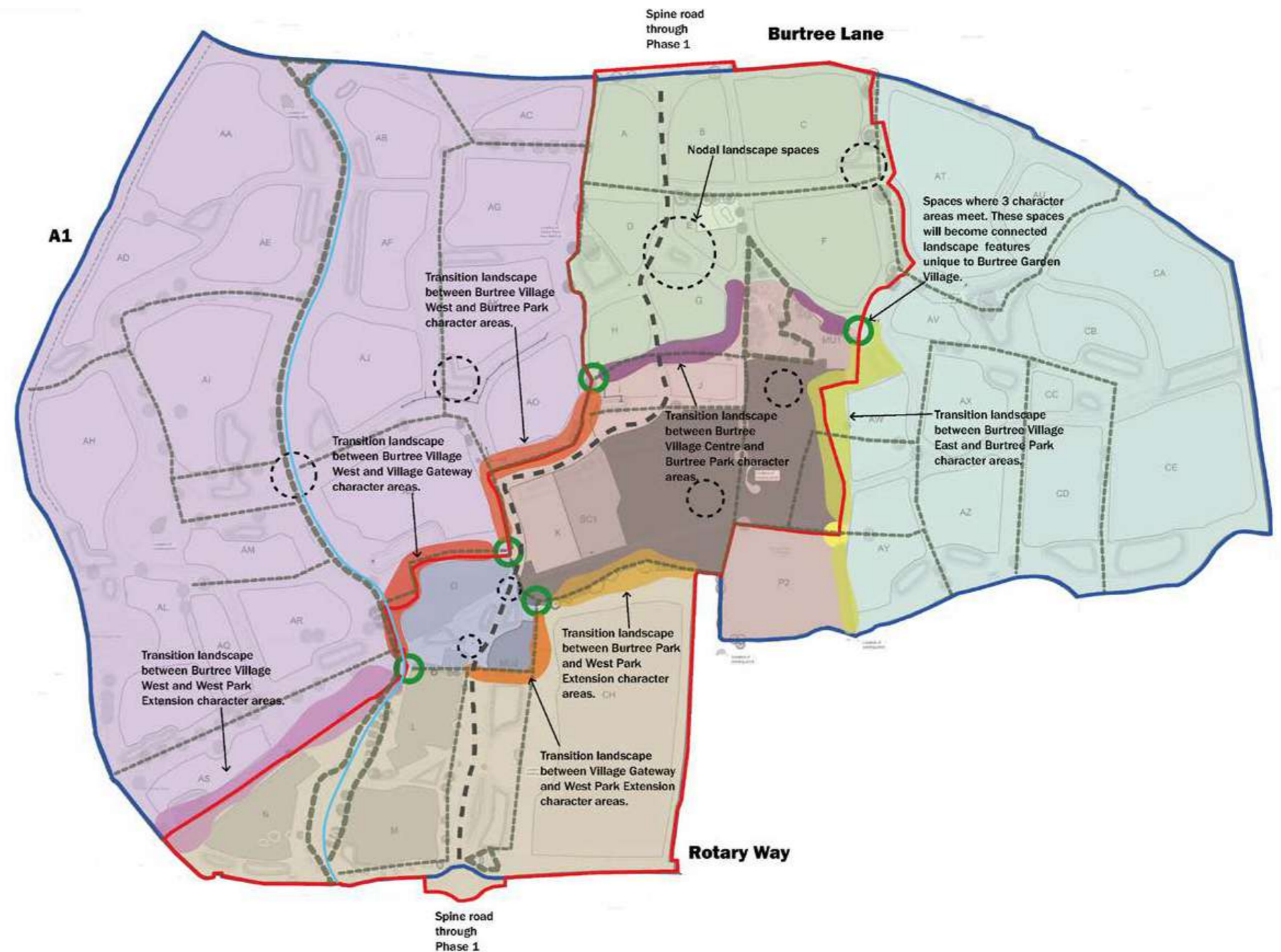
4.3 Landscape, Green Infrastructure and Biodiversity

The Landscape design strategy has informed the wider masterplan design and has been developed with consideration of the Masterplan character areas of Faverdale North Extension, High Faverdale, Whessoe Grange Park and Whessoe Grange North and therefore also has regard to the shared aspirations of the Greater Faverdale Burtree Garden Village Design Code SPD. The overall landscape design strategy key principle for the Masterplan is to retain and enhance habitat connectivity whilst providing high quality multifunctional public open space for the community.

The Landscape Strategy has been designed with consideration of the drainage strategy to create an integrated Green and Blue Infrastructure throughout the Masterplan. The following Landscape typologies form a strategic approach to the masterplan design with regards to Landscape, Green Infrastructure and Biodiversity:



Landscape Character Areas



Landscape Character

- **Private Front Gardens**

This landscape typology refers to residential streets throughout the Proposed Development. Formal hedging and small trees, selected for their success in roadside landscapes, are common features. The species of hedge and tree will vary within each character area and contrast with the neighbouring character areas. This creates a sense of place and familiarity when moving around the garden village.

- **Streetscape**

This landscape typology refers to the access road, primary and secondary roads throughout the development. Avenues of single and mixed tree species are a key design element of the access road as this is the main route from Burtree Lane to Rotary Way. The species will be chosen for their size, form, seasonal interest and their susceptibility to changes in the climate. Other roads will reflect this principle and species will change when moving between the wider character areas.

- **Public Open Space**

This landscape typology refers to the spaces and routes across the development to be experienced by residents and members of the public for walking, such as the public right of way along Dene Beck. It also includes the central and key public open space of Burtree Village Park. These spaces are multifunctional and provide opportunities for both recreational use as well as wildlife friendly spaces. Some of the SUDS basins could be used for recreation (walks, informal play, organised sports and games etc) and relaxation by introducing different landscape elements.

- **Greenway Routes**

This landscape typology refers to the linear routes which form a key part of the Green Infrastructure of the Masterplan. They follow the framework of existing mature woodland, trees and hedgerows within the site boundaries and are enhanced through proposed planting including native hedgerows and both native and non-native tree species. The main Greenway routes include linear park along Dene Beck in phase 3 as well as parallel to the phase 1 access road and in phase 2. The tree species selection has been designed to create a climate resilient tree strategy which considers factors such as drought tolerance, ability to cope with flooding and rise in temperatures.

- **Transition Landscapes**

This landscape typology refers to the spaces along the boundaries of wider character areas. The design of these landscapes focuses on connecting the character areas whilst having a character of their own. Vegetation will include native species of tree and shrub as well as species rich grassland. Landscapes where 3 character areas meet have been identified as features within the transition landscapes.

- **Landscape Nodes**

This landscape typology refers to landscapes that are key for creating a series of connected spaces throughout Burtree Garden Village. These spaces vary in size and include Whessoe Green and Village Gateway Green. They are landscape destinations and feature variations of tree, shrub species and wildflower mixes that are connected by streetscape, public open space and transition landscapes.



Landscape strategy precedents

All Landscapes typologies will have design input from Ecologists to optimise the habitat enhancement and creation for Biodiversity Net Gain throughout the Garden Village. The retention of existing woodland, mature trees and hedgerows is key for maintaining the landscape character of the site as well as helping to manage any visual impacts of the Proposed Development.

Existing Vegetation Strategy

The Masterplan strategy has been developed to the following key principles.

Refer to existing features to be retained plan:

- Retain and protect existing trees where possible, with a particular emphasis on the retention of veteran trees and dead wood habitats.
- Supplementary and complementary tree planting to existing areas of woodland.
- Proposed tree planting.

Hedgerows are a characteristic feature of the existing landscape of the site, varying in both condition and species diversity. The approach taken in the masterplan is to retain these features within the layout where possible as.

- **Boundaries** - Hedgerows can be retained as boundary markers between different areas of the development. In particular they may be used to mark the transition from public spaces to residential areas.
- **Screening** - They can be used to screen features in the development, for example parked cars. As well as hedgerows providing screening, a landscape bund on the western boundary of the site adjacent to the A1(M) is included in the Masterplan to provide visual mitigation for road users.



Landscape strategy - Trees

- **Habitat** - In some areas, management of hedgerows could be designed to enable them to form the basis of larger areas of scrub and woodland habitat creation.



IMAGE | Veteran trees



IMAGE | Black poplar, in winter and in leaf



IMAGE | Ash trees, in winter and in leaf

Hedgerows are a characteristic feature of the existing landscape of the site, varying in both condition and species diversity. Where possible, the approach taken in the masterplan is to retain these features within the layout. Not surprisingly, given their function within the agricultural landscape as delineators of field boundaries, the hedgerows within the site are typically linear features. All retained hedgerows will need to be subject to ongoing management as part of the public landscape of the development.

Boundaries

Hedgerows can be retained as boundary markers between different areas of the development. In particular they may be used to mark the transition from public spaces to residential areas.

Screens

They can be used to screen features in the development, for example parked cars

Habitat

In some areas, management of hedgerows could be designed to enable them to form the basis of larger areas of scrub and woodland habitat creation.



Landscape strategy - Hedges



IMAGE | Unmanaged native hedgerow



IMAGE | 'Gapping-up' hedgerows with infill planting



IMAGE | Coppicing and hedge laying

Tree Planting Strategy

Arboricultural surveys indicate the following key features of the existing tree planting:

- Unusually large numbers of veteran trees.
- Poor species diversity including large numbers of ash trees, some of which are already affected by ash dieback disease.
- Presence of black poplar, one of the rarest trees in Britain

The Masterplan strategy has been developed to the following key principles. Refer to existing features to be retained plan:

- Retain and protect existing trees where possible.
- Supplementary and complementary tree planting to existing areas of woodland.
- Proposed tree planting.

The tree species throughout phase I (outlined in further detail on the next page) have been selected with expert guidance from our arboriculturist for climate resilience and species diversity, to reduce the impact of potential pests and diseases, in addition to aesthetic considerations. The design intent for the proposed tree planting is an arboretum style approach and not a replica of the farmland landscape which will inevitably change.



Tree planting strategy

Landscape Maintenance Strategy

The Greater Faverdale Burtree Garden Village Design Code SPD states the importance of a maintenance strategy. The key objectives for the maintenance of the landscape are as follows:

- To create a residential development with a strong landscape framework.
- To integrate the new development and associated infrastructure into the landscape of the surrounding area through landscape maintenance.
- To protect and manage the existing mature, semi-mature and veteran trees, woodland and hedgerows as landscape features and habitat corridors throughout the development.
- To enhance the habitats of the area to increase the species diversity through plant selection and appropriate management.
- To maximise the biodiversity value of the areas of public open space including the creation of seasonally wet meadows and marginal planting to the SuDs basins managed to maximise biodiversity value.
- To secure the successful establishment of the existing and proposed habitats through the implementation of this landscape management plan for the long term.



Prunus padus



Betula pubescens



Salix alba



Acer rubrum



Eucalyptus pauciflora niphophila



Ginkgo biloba



Pyrus calleryana 'Chanticleer'



Quercus ilex



Acer x freemanii 'Jeffersred'



Gleditsia triacanthos 'Sunburst'



Betula pendula 'Tristis'



Sorbus hupehensis

Soil Management Strategy

The ES states best practice guidance for the sustainable management of soils and sets out the responsible handling and storage of soils during construction. These include, but are not limited to:

- DEFRA (2011) Code of Practice for the Sustainable Use of Soils on Construction Sites.
- The Institute of Quarrying (2021) Good Practice Guide for Handling Soils in Mineral Workings, which updates and supersedes the MAFF Good Practice guide for Handling Soils (2000).
- British Society of Soil Science (2022) Benefitting from Soil Management in Development and Construction[i].
- IEMA Assessing Land and Soils for Environmental Impact Assessments (2022). In particular Annex E – Soil Handling for Peat and Peaty Soils, Annex F – Soil Handling for Restoration to Agriculture, Ecology and Landscape design, Annex J – Process for the Sustainable Use of Soil Resources and Other Excavated Materials; and Annex K – Soil Handling Guidance for Site Agents and Contractors.

Outlined in the best practice guidance, an effective compliance mechanism for sustainable soil management for the construction of the Proposed Development is the preparation of a detailed site-specific soil management plan. This is usually prepared by a soil scientist in collaboration with the project team and the primary contractor. The above good practice provides all measures necessary to protect the soils resource.

2 TREE STRATEGY

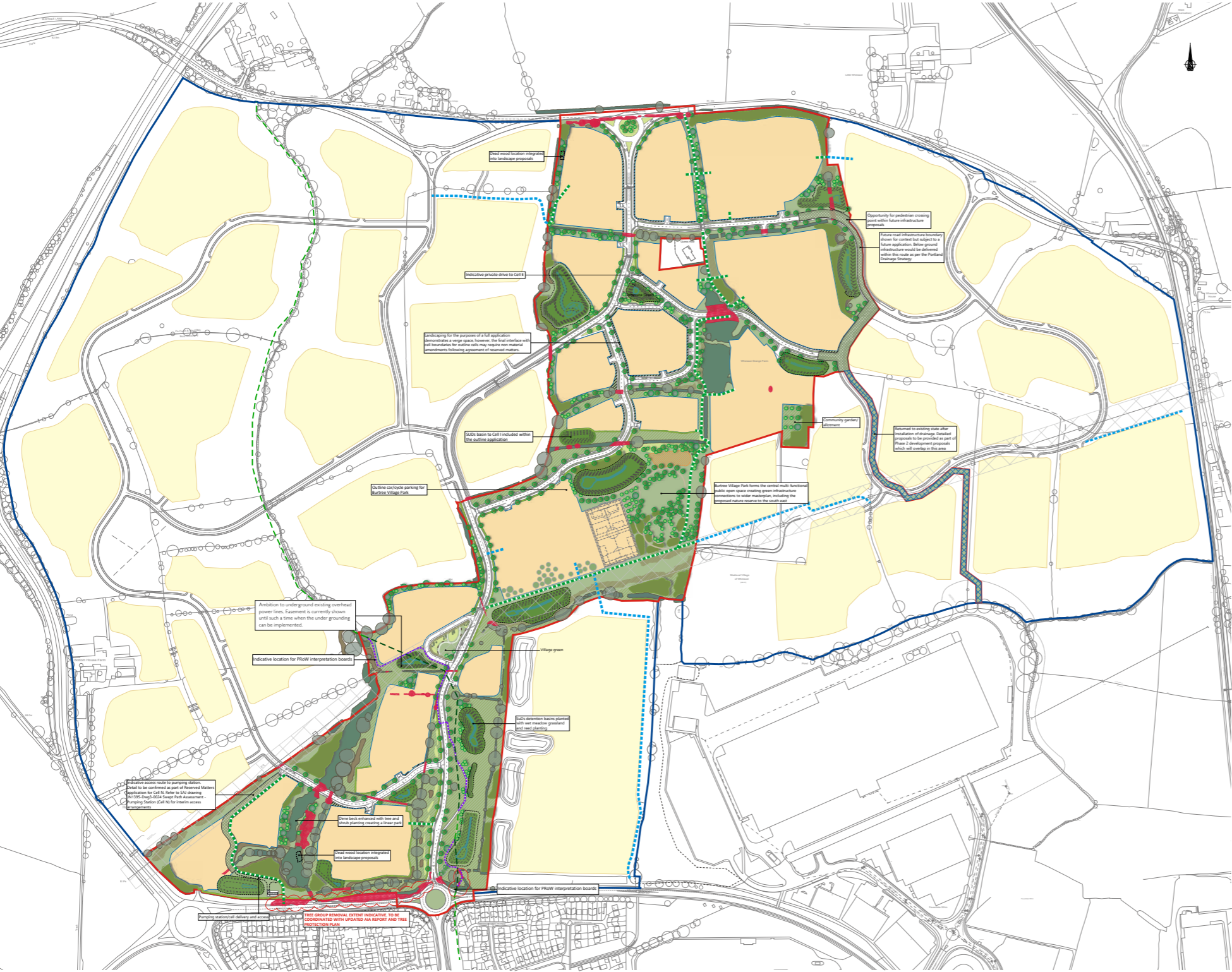
2.1 Indicative tree planting species

The list of tree species below provides an indicative approach to the tree planting in the landscape typologies.

Private front gardens	
Native species	
Malus sylvestris	Common Crab Apple
Salix caprea	Goat Willow
Non-native species	
Acer campestre 'Streetwise'	Field Maple 'Streetwise'
Prunus pandora	Flowering Cherry 'Pandora'
Streetscape	
Native species	
Betula pubescens	Downy Birch TW
Acer campestre	Common Maple
Non-native species	
Pyrus calleryana 'Chanticleer'	Flowering Pear 'Chanticleer' TD
Carpinus betulus 'Fastigiata'	Fastigate Hornbeam

Public open space	
Native species	
Prunus padus	Bird Cherry TW
Salix alba	White Willow TW
Non-native species	
Quercus ilex	Holm Oak TD
Gleditsia triacanthos 'Sunburst'	Honey Locust 'Sunburst' TD
Transition landscapes	
Native species	
Sorbus aucuparia	Rowan
Non-native species	
Betula pendula 'Tristis'	Weeping Birch TW
Acer rubrum	Red Maple TD
Ginkgo biloba	Maidenhair Tree
Landscape nodes	
Native species	
Populus tremula	Aspen
Non-native species	
Eucalyptus pauciflora niphophila	Snow Gum TD
Sorbus hupehensis	Hubel Rowan
Acer x freemanii 'Jeffersred'	Freeman Maple 'Jeffersred'

4.4 Landscape Strategy



Key:

- Phase 1 application boundary
- Wider allocation boundary

Existing features

- Tree groups / Woodland
- Individual (hedgerow) trees
- Hedgerows
- Semi-improved grassland
- Vegetation to be removed
- Water course/ ditch

Soft landscape

- Woodland structure planting
- Specimen / street trees, large
- Specimen / street trees, medium
- Specimen / street trees, small
- Indicative tree locations
- Hedgerow planting
- Pollinator shrub mix
- Grassland (var)
- Species-rich grassland seeding
- Wet grassland to SuDS detention basin with patches of reed planting
- Wetland planting

Detail Strategy Areas

- Ornamental shrub planting
- Wildflower meadow
- Proposed wooden benches
- Proposed natural stones for informal play
- Proposed footpaths

Other

- Overhead line easement
- Greenway footpath
- Indicative pedestrian/cycle route connection
- PRoW diversion
- Existing PRoW route
- Extinguished PRoW route
- Landform
- Development cell (Phase 1)
- Development cell (wider site)
- Play area to include play features such as boulders, logs and balance equipment 1,420 m²
- Interface between public space/curtilage will be considered alongside RMs on cells, grass sown in interim where required
- Interim landscape treatment
- Interim landscape treatment to be detailed within Phase 2 proposals
- Proposed ramp on cycle crossing For details refer to Engineer's drawings, Kerb and Surface Finishes Infrastructure
- SuDS basin 3m maintenance access

Landscape plan



Landscape principles

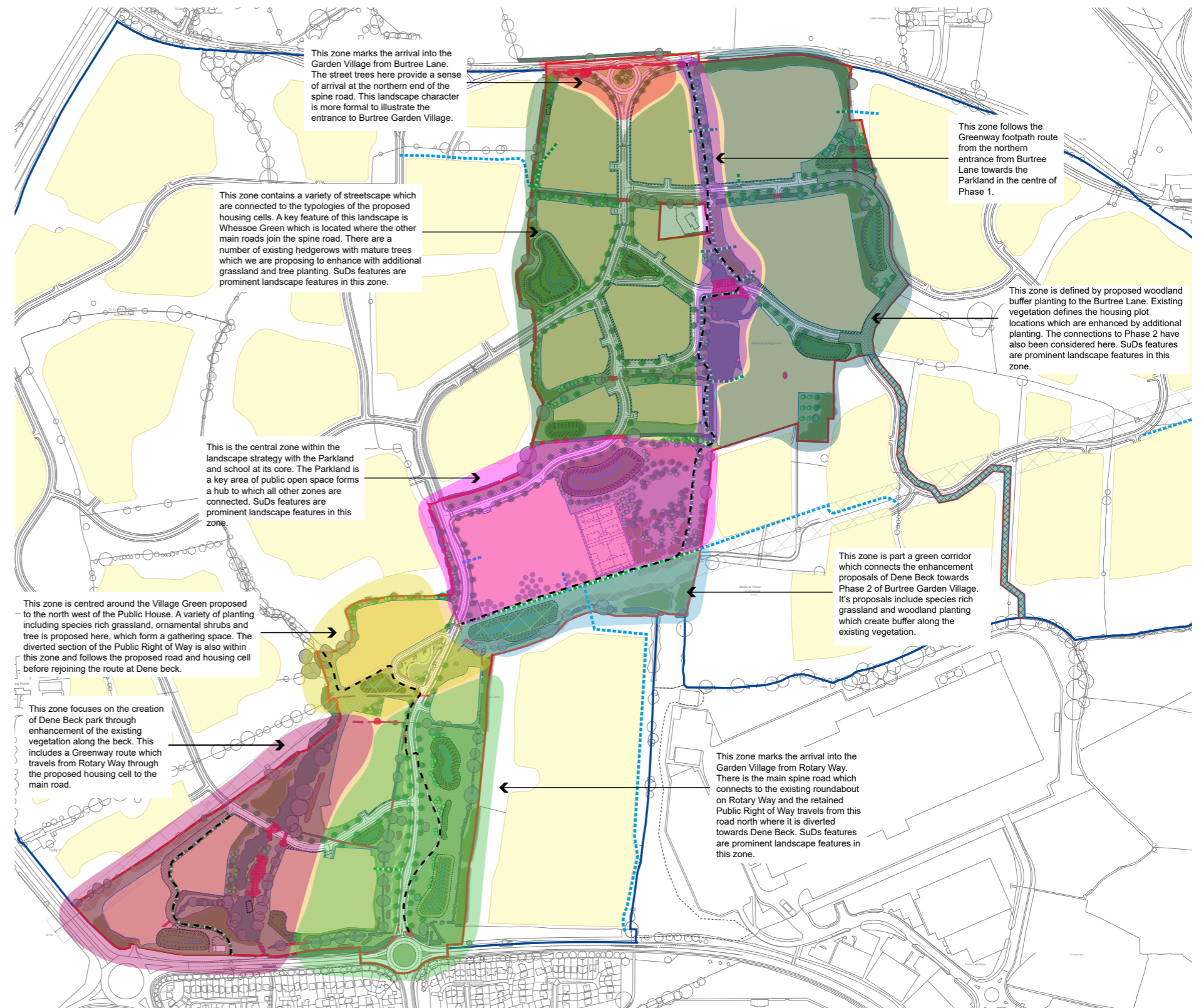
4.5 Landscape-led Approach

As part of the landscape-led approach to the master plan, it is proposed that Burtree Garden Village will be divided up into a number of landscape character zones, utilising a variety of planting and native species, along with the enhancement of existing landscape features to provide a characterful sense of place and identity between the different areas of the masterplan.

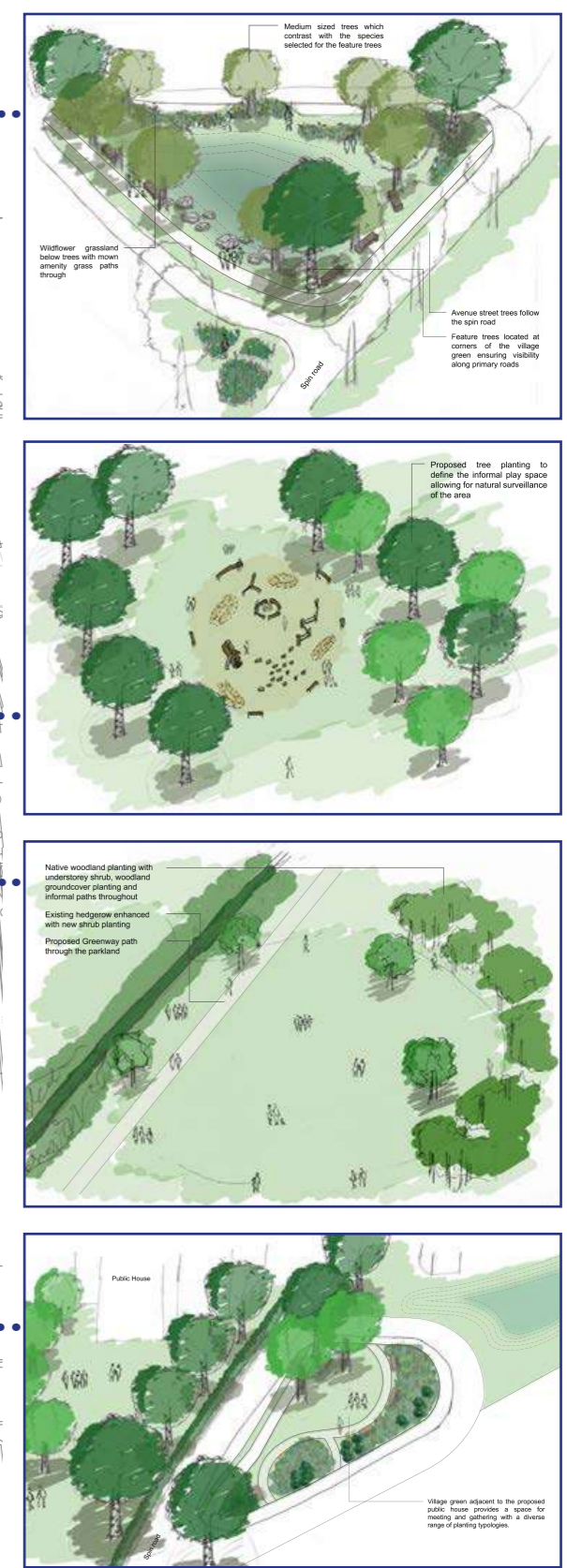
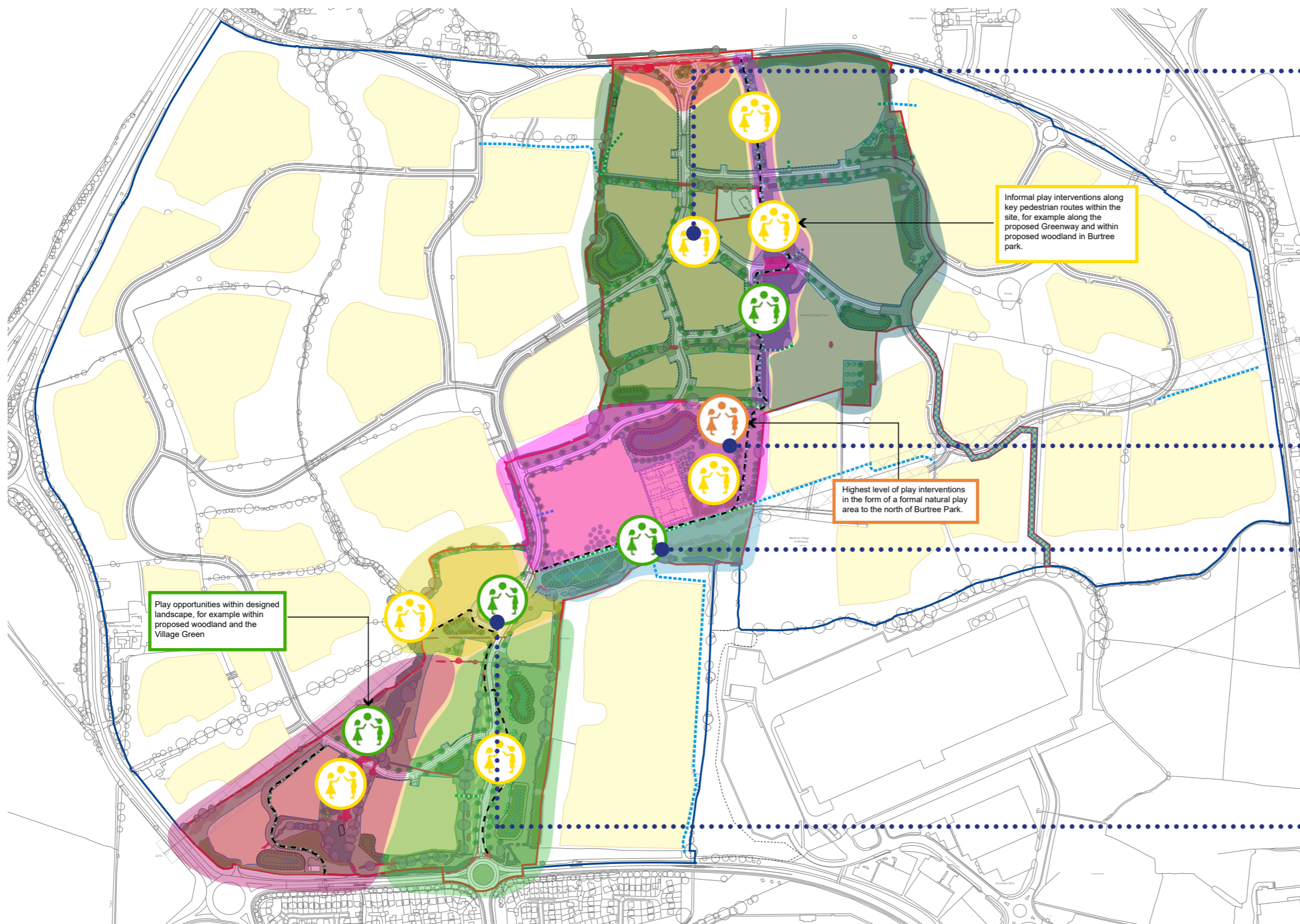
Careful attention has been taken to enhance existing planting and emphasise prominent landscape features in order to create key arrival spaces, gateways, parkland & open space, connections and woodland buffer zones.

Opportunities to deliver public art within the landscape will be explored as part of wider discussions with incoming residents and local stakeholders as the role of the community in the long term stewardship of the site begins to crystallise. This will ensure that the local community can have an opportunity to shape the approach to public art to ensure that it represents their perception of the area and build a sense of ownership of over the public realm.

Reference to the route of the watercourse as a linear park, relates more accurately to the area within Phase 3 where an existing PRoW runs alongside the watercourse. The PRoW does not run parallel to the watercourse within the Phase 1 site and as highlighted this part of the site was not considered suitable for the PRoW to be continued.



Landscape zoning plan



Play Intervention Strategy

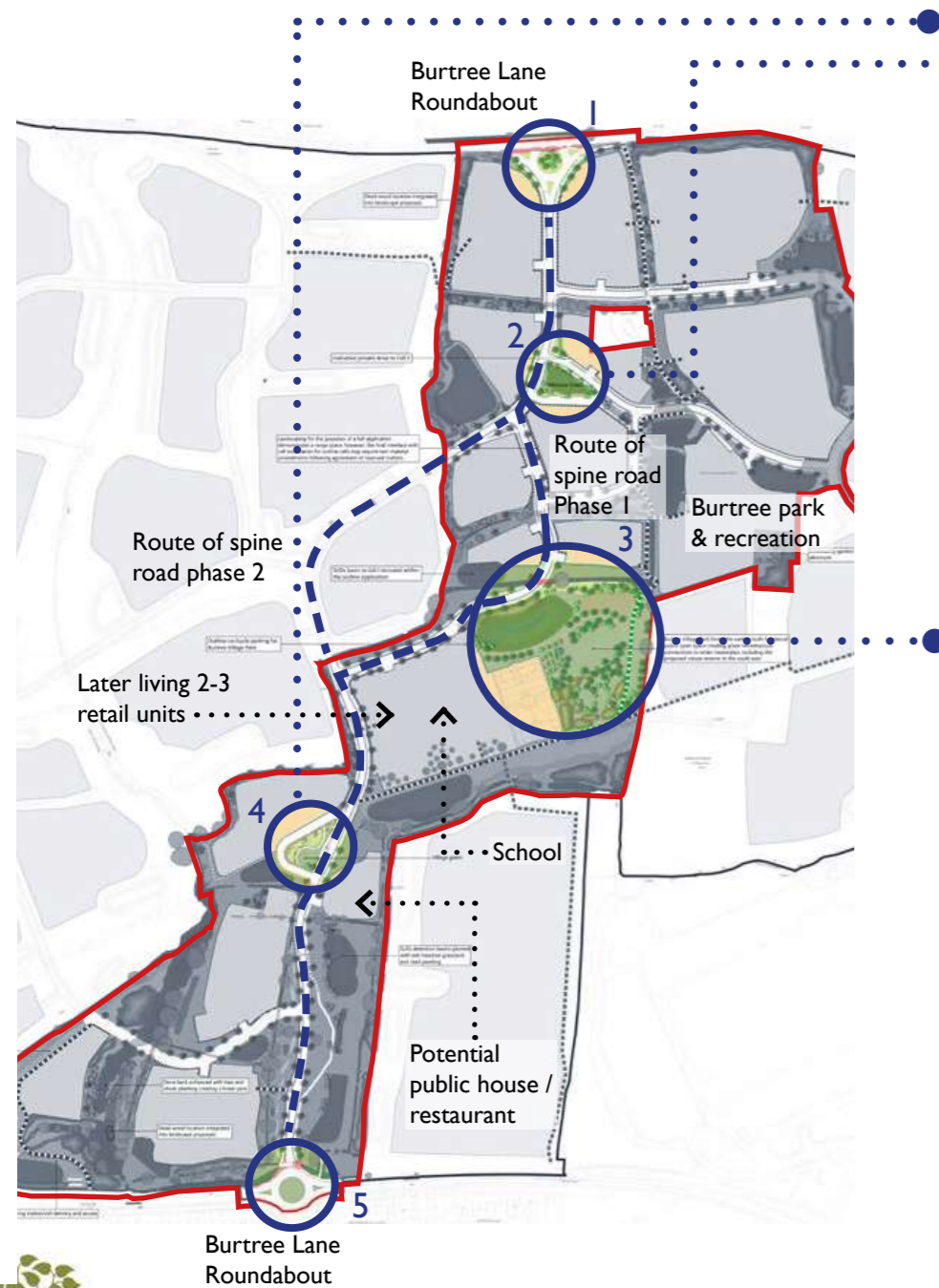
Along the spine road the scheme provides a number of hubs to break up the north-south route and provides incidental green spaces, slowing down vehicular movement and creating a unique character to the scheme creating transitional zones and gateways through the development, these include:

- The Northern Village Hub - Whessoe Green.
- The Southern Village Hub - Burtree village Park
- The Southern Green - Village Gateway

Southern Green
Village Gateway



Northern Village Hub
Whessoe Green



Southern Village Hub
Burtree Village Park



4.6 Illustrative Masterplan



Key:

- Masterplan boundary
- Spine road
- Primary streets
- Secondary streets
- Tertiary streets
- Residential development cells
- Commercial development cells
- Employment / residential cells (TBD)
- Mixed use development cells
- Primary school development cell
- SUDs basins
- PROW *
- Greenway
- Main cycle highway
- Phase 1 bus stops
- Potential future phases bus stops
- Bus gate

NOTE

* Line of PROW re-routed in part

Illustrative masterplan

A stylized, light green tree graphic with a central trunk and several branches, each bearing multiple leaves. The tree is positioned in the background of the slide, centered horizontally.

05

PHASED DELIVERY OF THE ALLOCATION AND PLANNING

5.1 Phased Delivery of the Allocation

The allocation will be developed in 3 phases. Phase 1, is located in the centre of the allocated Site and will facilitate the delivery of the strategic link road between Rotary Way and Burtree Lane as required by Policy H11 of the Local Plan.

Phase 2 comprises the easternmost part of the allocation between the central phase and the railway line at Whessoe Road while Phase 3 is located to the west of the central phase bounded by the A1 and A68. In accordance with the Darlington Local Plan trajectory, Phase 1 will deliver at least 750 dwellings by 2036 followed by 1,250 dwellings across Phases 2 and 3 thereafter.

This broad approach is reflective of and led by the envisaged timescales for the delivery of strategic infrastructure to accommodate planned growth in Darlington. This will be subject to on-going review to establish the requirements and timing of the delivery of development identified within the plan post 2036. Indeed, if there was scope to deliver this sooner the Local Plan makes provision for this subject to a review of any highways infrastructure requirements.

The approach to the phasing of the allocation has been led by the masterplanning work and the need to deliver a strategic access road connecting Rotary Way with Burtree Lane as early as possible within the current plan period.

The route, which is a key requirement of Policy H11 and which is also included in the Council's infrastructure delivery plan due to its wider role in establishing an orbital route around northern Darlington, will form a central access road around which housing and community facilities are centred. Given the importance of the access road in facilitating the delivery of the wider Site, design work has established that it is necessary for it to be located within the centre of the allocation and for it to be delivered within the plan period to 2036, and therefore within Phase 1.

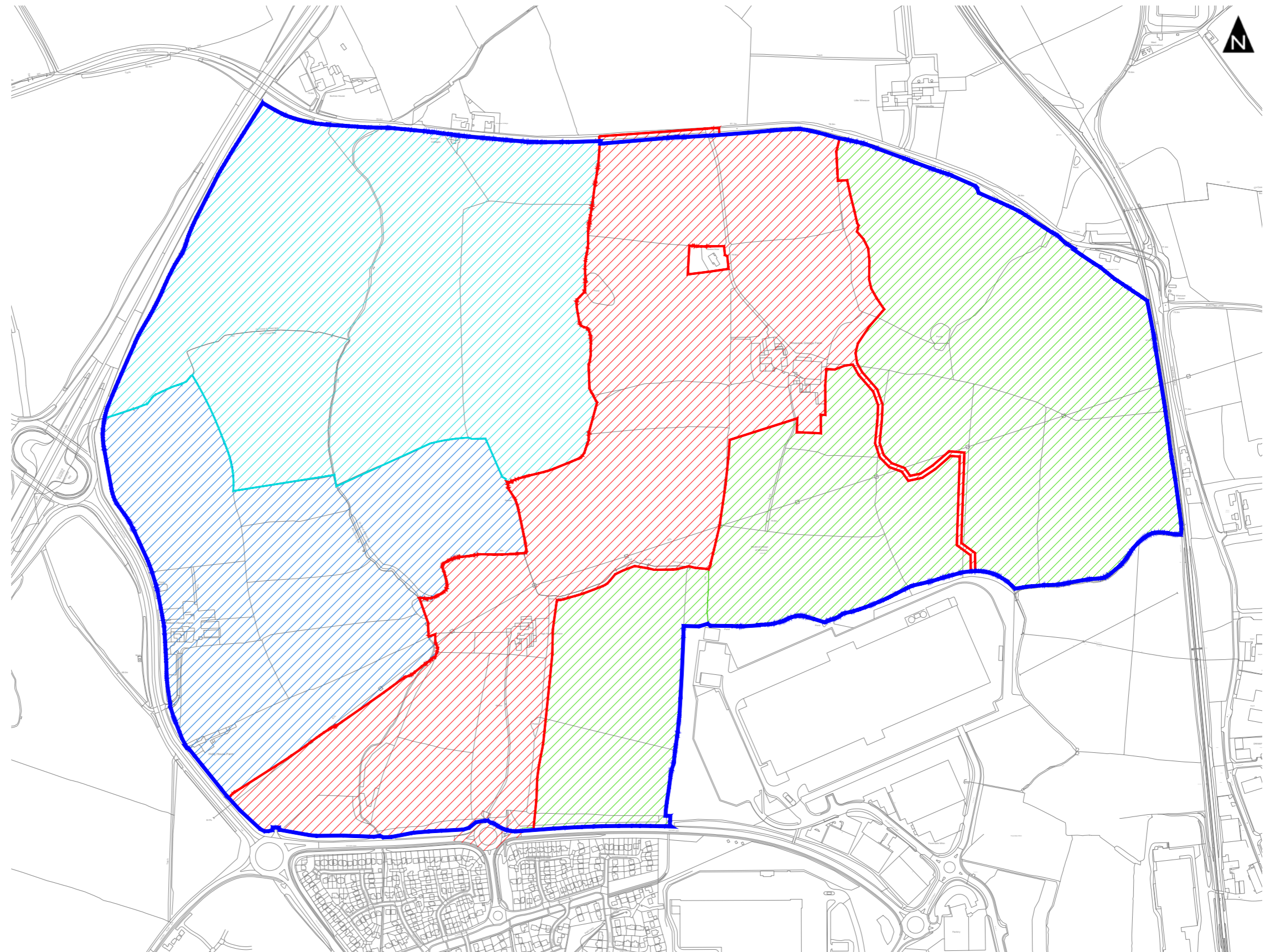
Notwithstanding the above, the allocation also comprises land in multiple land ownerships with land identified in Phases 1 and 2 owned and controlled by Hellens land, Homes England and Darlington Borough Council (the Garden Village steering group) as such, locating earlier phases in this land ownership enables delivery at the earliest opportunity.

In order to maximise opportunities to accelerate housing delivery, to bring forward the point at which a purposeful sense of place is established and to set a benchmark for the expected level of design quality in the delivery of Burtree Garden Village, key infrastructure for Phase 1 are to be provided at the outset of development.

In addition to the access road and associated access points this comprises a variety of functional open spaces, Burtree Village Park, SUDS features for initial infrastructure and visual amenity landscaping to assist in establishing the character of the Garden Village from the earliest stage.

In recognition of the importance of the access road to both short- and long-term delivery objectives, landscape features have been holistically designed as part of the Masterplan strategy for the wider Garden Village. This encompasses considerations such as land use arrangement, surface water management/sustainable drainage design, habitats and existing landscape features.

This Masterplan strategy allows the link road and its associated infrastructure to serve as a central corridor for those travelling via car, on foot or by bicycle from which development parcels and wider pedestrian and cycle routes, both within Phase 1 and subsequent development phases, can connect into in a logical and considered fashion as they come forward, gradually enhancing sustainable movement networks and connectivity with the wider area as phases of development come forward.



- Key**
- Wider Burtree Village masterplan site
 - ▨ Phase 1
 - ▨ Phase 2
 - ▨ Phase 3
 - ▨ Phase 3a

Indicative phasing plan

5.2 Planning

Separate planning applications will be submitted for each of the three Phases and potentially sub phases should circumstances dictate. However, all applications must accord with the key principles established in this masterplan and infrastructure phasing plan (or any subsequently agreed update) in order to maintain the holistic vision which has been established for the site. Phases 2 and 3 will also require modelling to consider potential cumulative impacts of planned development on the Strategic Road Network (more specifically junction 58 of the A1(M)). An assessment of impact on the A66 will also likely be necessary, the scope of any cumulative assessment to be agreed with Officers during the planning process. The wider environmental impact of future proposed development on the allocated site and adjoining land would be considered via technical assessments associated with each future planning application.

The planning application for Phase 1 will be made in hybrid form with consent for the infrastructure works including the link road and associated infrastructure, sustainable drainage features, key place making features and landscaping being sought in detail. Whilst the associated housing and community cells will be sought in outline.

Reserved Matters applications will then be submitted for each of the housing and community use development cells in turn. It is anticipated that a similar approach will be taken for Phases 2 and 3 (or at least an outline consent followed by reserved matters). With regard to employment cells, as development of

these cells is responsive to market demand, it may be necessary to submit separate planning applications for employment development.

All future planning applications on the Allocation for each phase should be prepared in line with national and local planning validation requirements. It is anticipated that as a minimum, this should include the following (where applicable to the phase in question):

- Site Location plan
- Existing Site Plan
- Proposed Site Plan
- Parameter plans (where development is proposed in outline)
- Elevation, floor plans, house types cell layouts (inclusive of crossings, parking and other hard landscaping) and sections (where development is proposed in detail or for reserved matters)
- Transport Statement and Travel Plan – considering the approach to sustainable movement.
- Designs for strategic road or landscaping infrastructure
- Landscaping strategy (and landscape assessment where required)
- Landscape Management Plan including ideas and routes to sustainable Stewardship of Burtree Garden Village
- Drainage Designs and details of Green and Blue Infrastructure/Water Quality
- Planning Statement, considering matters where applicable including Affordable Housing, Open Space provision and Neighbourhood Centre provision
- Design and Access Statement which has regard to the Greater

Faverdale Design Code (or future iteration).

- Detailed Design Code for the relevant Phase
- Statement of Community Involvement
- Utilities Report
- Health Impact Assessment (as required by Local Plan Policy DC3)
- Biodiversity Mitigation and Enhancement details including Management and Monitoring Plan over a 30-year period
- Technical reports as appropriate on matters including arboriculture, heritage/archaeology, ground conditions/soils, energy, noise and air quality

The planning applications should be in general accordance with this masterplan or any subsequent update where more substantial changes are made to the design principles or the siting of development.

With regard to reserved matters, the scope of submission should be tailored to reflect outstanding details that are not already covered via the outline planning consent. It will also be necessary to consider the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations (2017) and whether an Environmental Statement should be prepared, subject to EIA Screening with Darlington Borough Council.

A stylized, light green tree graphic with a central trunk and several branches, each bearing multiple leaves. The tree is positioned in the background, centered horizontally, and its color matches the overall light green background of the slide.

06

ACCESS ROAD, MOVEMENT AND ACCESSIBILITY



Access road plan

6.1 The Access Road

In accordance with the Faverdale Masterplan Framework, the development will include a north-south link road between Burtree Lane and Rotary Way. It will act as a key placemaking corridor tying character areas together as well as the principal development access road. Delivering the road up front in phase I will therefore allow for simultaneous development in different development cells.

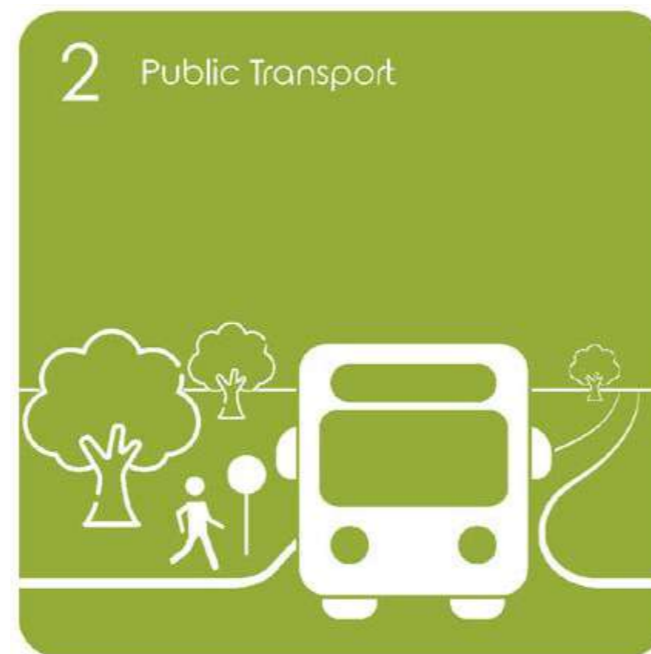
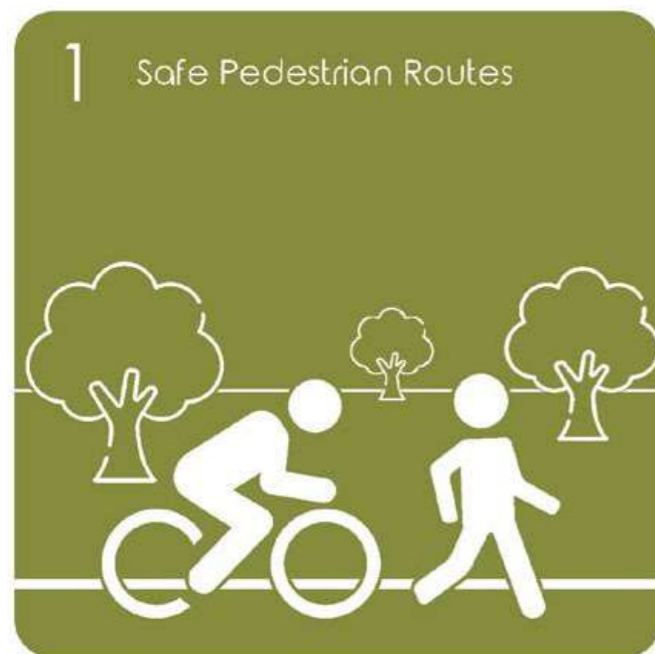
The BGVSr forms part of the wider planned strategic road network. The delivery of this orbital route is a longer-term intervention to be delivered alongside strategic development allocations and is identified as a strategic priority in the Local Plan (see below) and its supporting Infrastructure Delivery Plan. As such, in addition to the direct requirements of the development the highway infrastructure must be able to accommodate the type and character of traffic envisaged in the longer term. The route of the link road has been heavily influenced by a careful analysis of the existing constraints and opportunities.

Avoidance of urbanisation along Burtree Lane has been considered within the landscape design. The key principle is to maintain a soft boundary comprised of tree and hedgerow planting with the proposed plots offset from the road. It is considered that to create boundary walls at the entrance instead would urbanise the character. Instead trees provide directional guidance to lead you into the site.

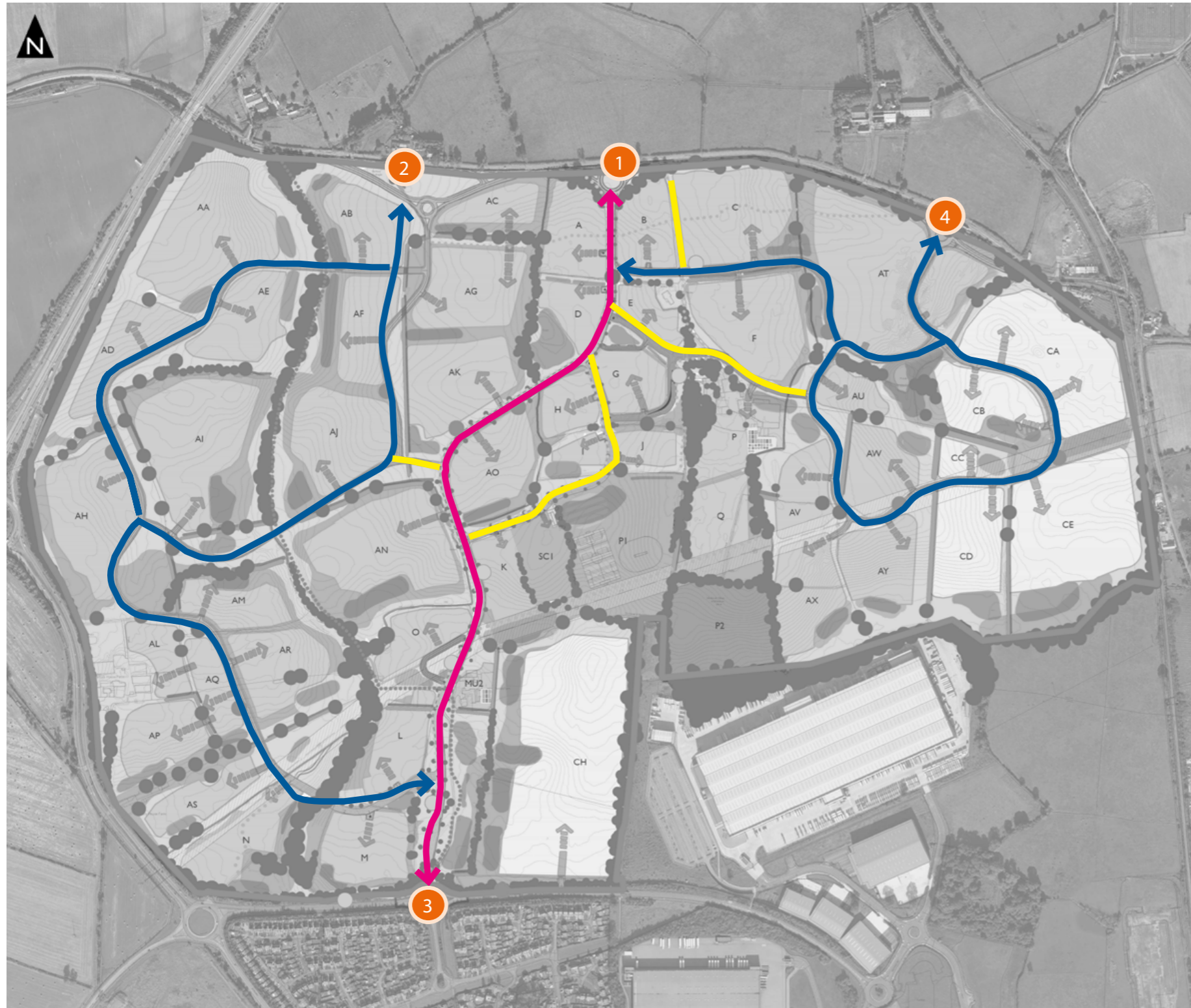
6.2 Sustainable Movement Strategy

The overarching vision for Burtree Garden Village is underpinned by 4 key principles relating to movement which relate both to the spine road and the wider site:

- **Safe Pedestrian Routes** - Creating high quality and safe pedestrian routes creating positive internal desire lines between key amenities / facilities providing strong attractive and pleasant links along the BGVSR corridor
- **Public Transport** - Ensuring all residents and visitors can easily access a regular bus service thereby ensuring connectivity with local services.
- **Heritage Routes** - Stockton and Darlington Railway Heritage Action Zone Programme plans to create a walking and cycling route along a 26-mile route which follows the alignment of the original Stockton & Darlington Railway (S&DR). The plan is to have the historic walking and cycling route to celebrate the 200th anniversary of the first public railway for transport of passengers and goods, as well as the first introduction of steam locomotives on a public railway. It is an anniversary of Worldwide significance and affords Darlington with a unique opportunity to attract visitors and to leave a long-term legacy for the area. Part of the proposed S&DR walking and cycling route falls within the Phase 2 boundary of the Burtree Garden Village (BGV). The S&DR crosses Burtree Lane to connect into the existing PROW network to the north of the BGV. This section of Burtree Lane is currently subject to the national speed limit (60mph), which poses a problem for the S&DR in creating a safe crossing point along Burtree Lane for families, one of the main target audiences for users of the walking and cycling route. The completion of the Burtree Garden Spine Road (BGVSR) as enabling works for the Phase I development, alongside the Northern Gateway Area, will create an opportunity to reduce the current speed limit on Burtree Lane from 60mph to 40mph, which will create an opportunity for DBC to promote a safer crossing for the S&DR walking and cycle route.
- **Wildlife Corridors** - The masterplan for Burtree Garden village seeks to create opportunities for wildlife and biodiversity enhancement along wildlife corridors encouraging ecological connectivity.



Key principles of sustainable movement



Indicative primary and secondary streets plan

6.3 Indicative Primary and Secondary Streets

Within the site, movement will be organised within an established street hierarchy, of which the final detailed arrangements are still flexible at this point in time. Details of the proposed street types are outlined below:

- The spine road is a key route through the site and will provide direct access to the village hub, school and retail area linking Burtree Lane with Rotary Way. Linked to the spine road are other primary routes providing a secondary access point from Burtree Lane and connecting the eastern and western parts of the garden village to the spine road.
- Secondary roads are identified which will extend from the spine road and primary roads providing access into the various development cells.
- Tertiary streets will provide the internal network of routes within the development cells, which will in some cases culminate in private driveways where development faces outwards onto green corridors or the edge of development site.

Key

- Spine road
- Primary road
- Secondary road

- 1 Principal northern access point
- 2 Secondary access point from Burtree Lane
- 3 Secondary access point from Rotary Way
- 4 Southern access point from Rotary Way

6.4 Placemaking Approach to Spine Road

For the Phase I development, a gated feature will be installed on the BGVSR near the Village Green Area to prevent rat run of traffic from the wider area. In the longer term, the BGVSR will also form part of the strategic link identified in Darlington's emerging Local Plan and will also facilitate the development of the wider Burtree Garden Village.

By committing to the delivery of the BGVSR as enabling works it opens up the opportunity to deliver a phased development from both the north and the south, referred to as the Northern Gateway Area and the Southern Gateway Area, respectively. The road will comprise a 6.7m wide carriageway road, with a minimum of 2m wide verges separating a 2m footway on both sides of a 6.7m wide carriageway along the northern section of the BGVSR. The southern section of the BGSR along includes a cycle track on either side of the carriageway.

A segregated cycle network will also be created within the Phase I and the wider development area. The design of the cycle network will be in line with the principles of the LTNI/20.

The active links will extend along the full length of the BGVSR, connecting the whole of the proposed development to the existing active infrastructure at Rotary Way and opening up future opportunities along Burtree Lane. The BGVSR also incorporates 3 bus stops with laybys. The speed limit along the Spine Road will be limited to 30mph.

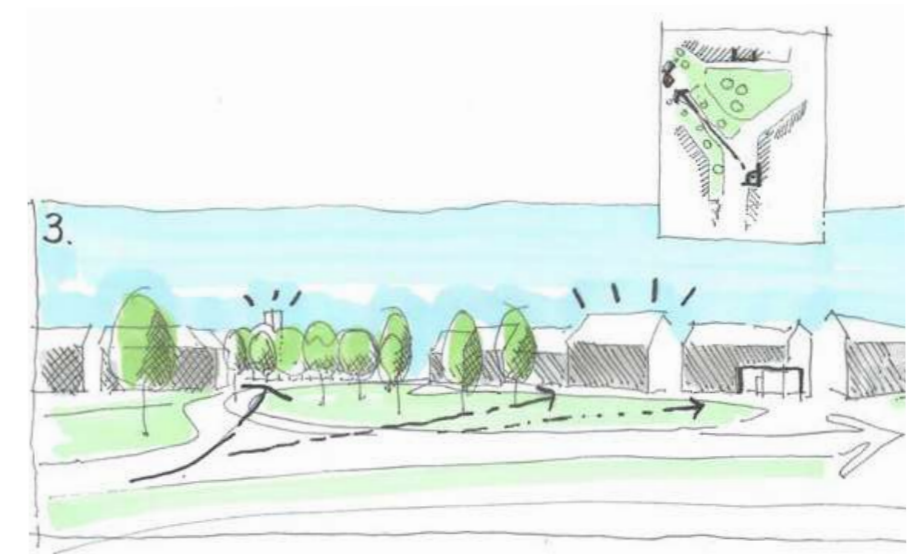
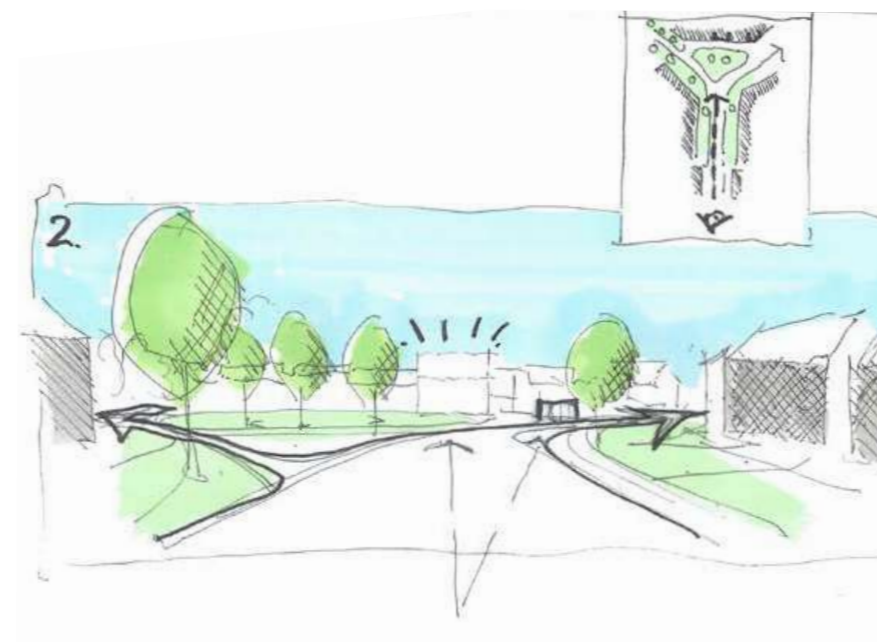
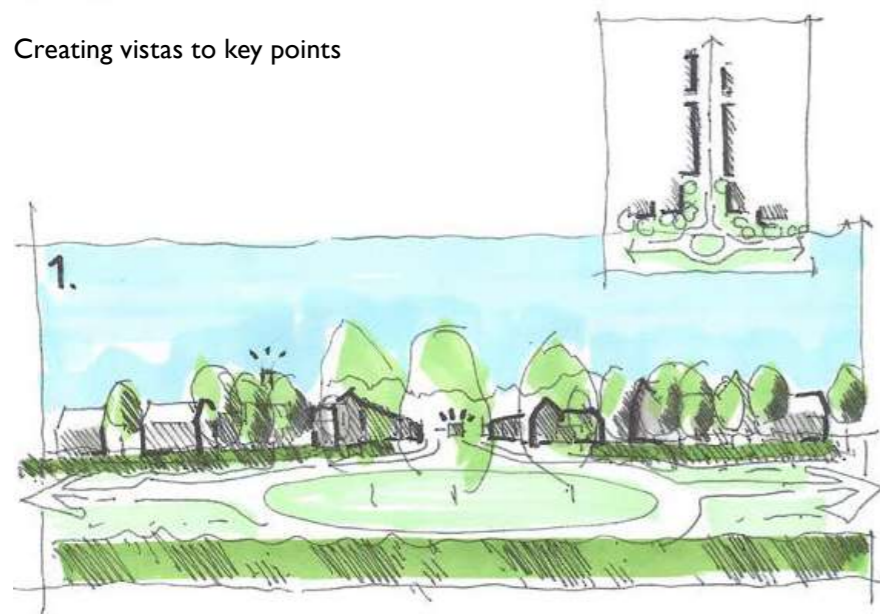
SAJ and IDP have worked alongside one another and the wider project team to consider how the spine road through the garden village can be designed and integrated within different landscape areas and built character areas to ensure a strong sense of place and avoid a uniform character along the length of the

spine road both upon completion of development at all points.

Along the length of the spine road the carriageway width is fixed and remains constant however on either side of the carriageway there is considerable variation with width of green verge, positioning of cycle lane and positioning of building edge. Early provision of key open spaces (e.g. village green and park) will be provided to create 'scene setting' spaces at key nodal points.

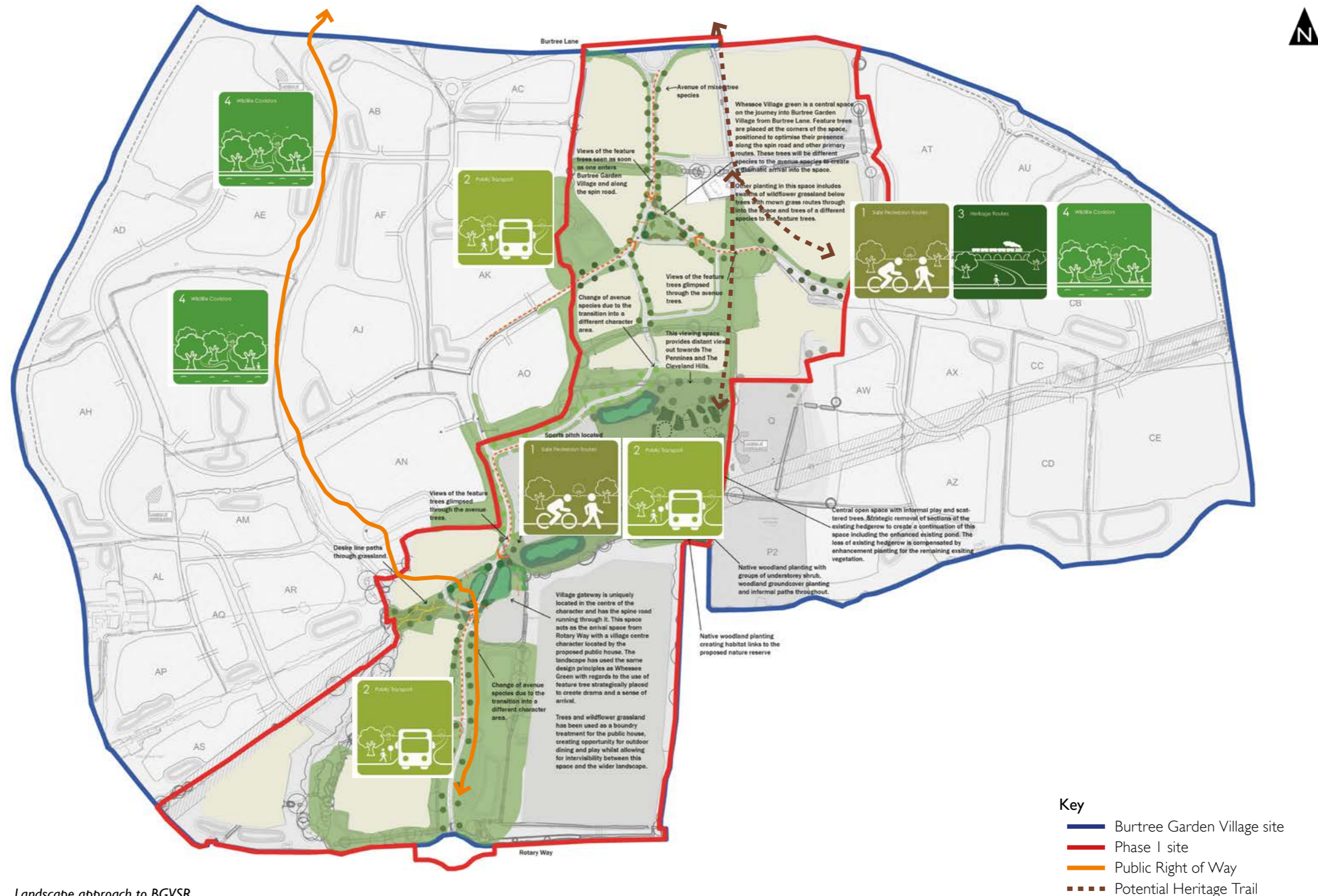
The following sections sets out the various place making objectives and techniques that have been deployed to create an 'experience' moving through the site from Burtree Lane towards Rotary Way, whilst development is both underway and upon completion.

Creating vistas to key points



Precedent sketches

6.5 Landscape Led Approach to Spine Road

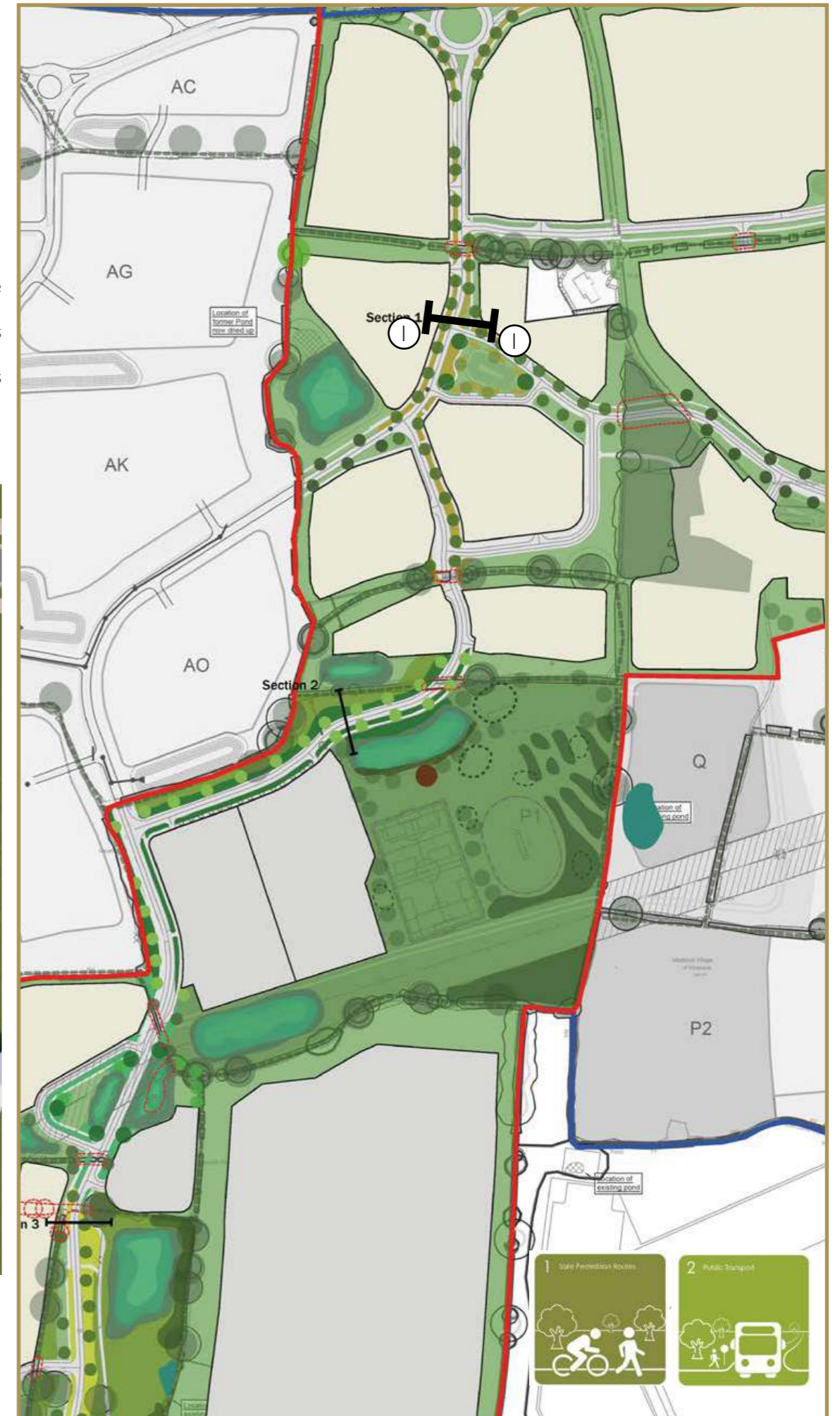


Landscape approach to BGVSr

6.6 The Spine Road - Cross Sections

Section I-I - Village Green

Whessoe Village green is a central space on the journey into Burtree Garden Village from Burtree Lane. Feature trees are placed at the corners of the space, positioned to optimise their presence along the spine road and other primary routes. These trees will be different species to the avenue species to create a dramatic arrival into the space. Other planting in this space includes swathes of wild flower grassland below trees with mown grass routes through into the space and trees of a different species to the feature trees.

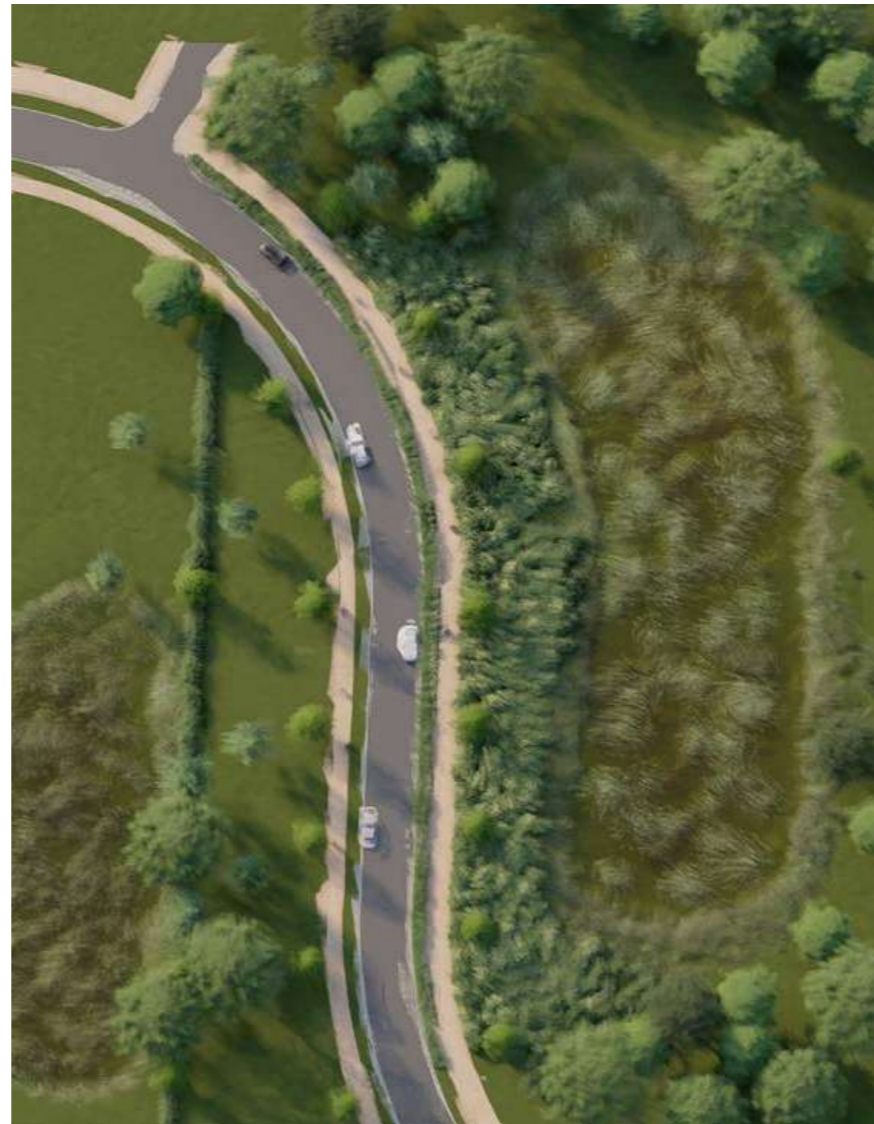


Indicative eye level view



Section 2 - 2 - Burtree Park

In this part of the site either side of the carriageway are wide green spaces providing considerable opportunity for landscaping and creating an open and spacious feel. The road and pedestrian routes will be delivered prior to the completion of northern gateway housing units. On the southern side of the carriageway will be an expansive green space which leads into Burtree Park and the school sports pitches. On the northern side housing will sit behind landscaping filtering views of buildings from the street.

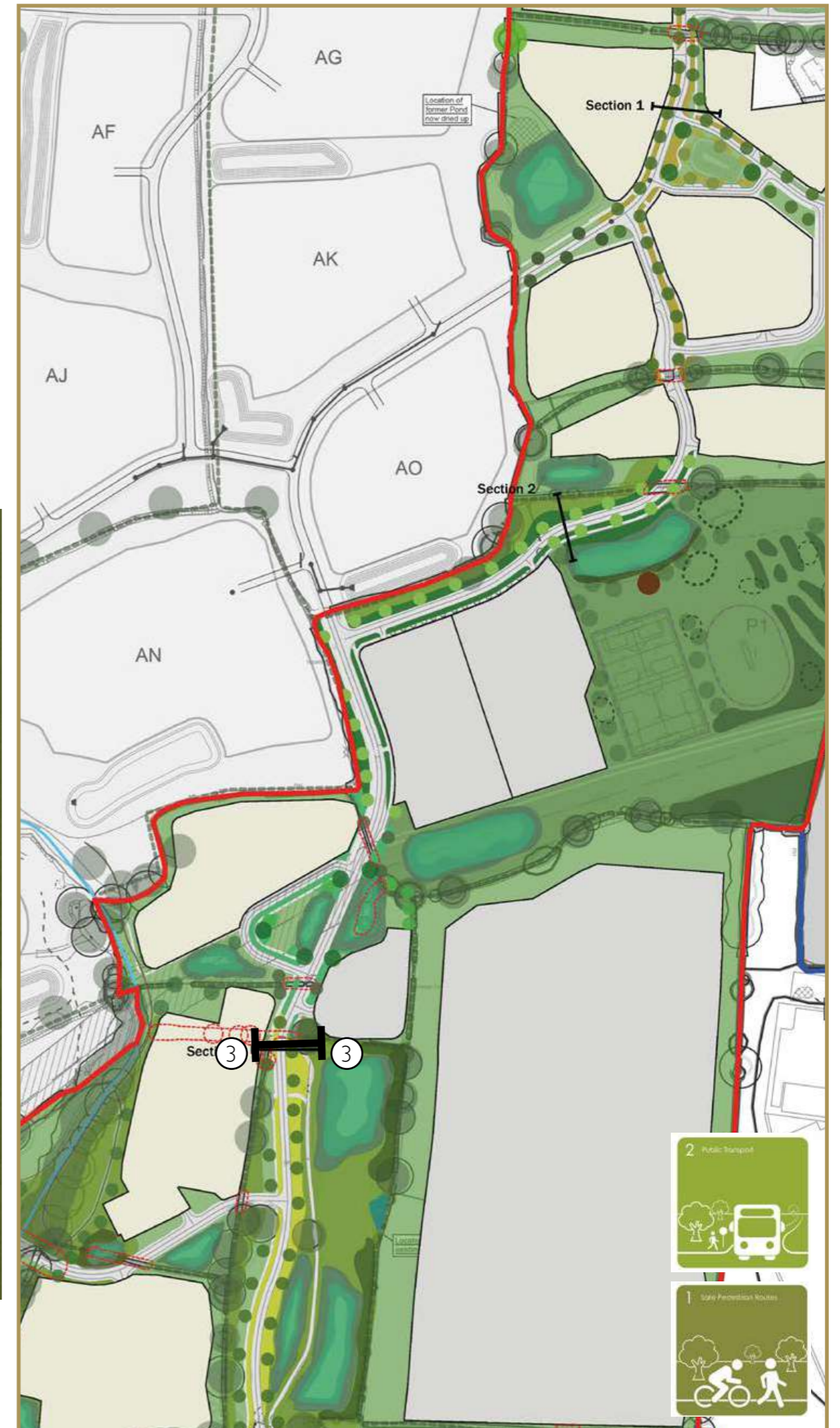


Indicative eye level view



Section 3 - 3 - Village Gateway

A wide swathe of green space is positioned on the eastern side of the spine road when passing through the site from the south via the souther access from Rotary Way. Although the requirement for this area not being developed is underpinned by ecological considerations, this will also provide a green buffer to the east of the employment uses further east. On the western side of the section a generous green buffer provides opportunities for planting between private drives serving housing and the back of footway.



Indicative eye level view

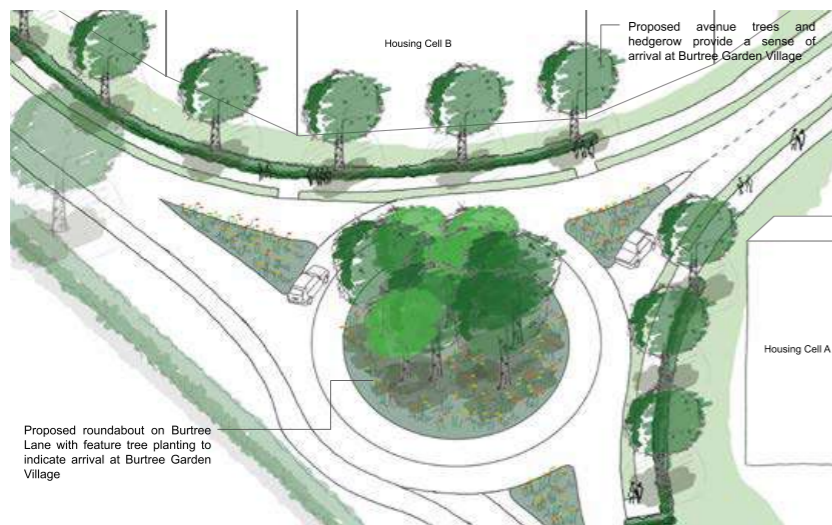


Area 4 - Burtree Lane / Northern Gateway

The northern access to the site is via a new roundabout from Burtree Lane. The northern gateway area is intended to have a more rural feel and leads towards the first significant green space in the centre of the garden village on approaches from the north. Inspiration is taken from villages outside Darlington where open village green's are common place. Landscaping at the roundabout on the northern gateway and on the highway verges will provide the opportunity to integrate this road infrastructure with Burtree Lane avoiding an overly engineered solution that is out of keeping with the character of Burtree Lane.

To the south gateway, the design team have sought to retain as many existing landscape features as possible. Retention of hedgerows and mature trees establishes a mature setting from which to draw upon for the character of the detailed proposals.

Village gateway is uniquely located in the centre of the character and has the spine road running through it. This space acts as the arrival space from Rotary Way with a village centre character located by the proposed public house. The landscape has used the same design principles as Whessoe Green with regards to the use of feature tree strategically placed to create drama and a sense of arrival. Trees and wild flower grassland has been used as a boundary treatment for the public house, creating opportunity for outdoor dining and play whilst allowing for inter visibility between this space and the wider landscape.





07 APPROACH TO DELIVERING NEW HOMES AND PLACEMAKING



Precedent images

7.1 Indicative Housing Mix

With regard to affordable housing, the Masterplan anticipates that subject to viability considerations, the Site will deliver a 20% on-site contribution in accordance Policy H5 of the Local Plan. Nonetheless, for Phase 1, whereby a substantial amount of strategic infrastructure is necessary and to be delivered up front, viability will be a consideration for SI06 requirements more generally.

Should a circumstance arise where the provision of the full 20% requirement would not be viable on all or part of the Allocation, a viability assessment will be submitted to the Council in accordance with Local Plan policy to determine an appropriate solution.

Where scheme viability prevents the delivery of affordable housing in line with Local Plan policies, developers will be encouraged to explore alternative funding routes to deliver a level of affordable housing equivalent to that required by policy, such as through grant funding, this in order to align with Garden Village principles around delivering vibrant communities which deliver homes to meet a range of tenures.

Darlington Borough Council policy requires the provision of self build and custom build plots to meet demand, however at the time of writing, demand is currently very limited. Local plan policy H4 states “To increase housing options, the council will encourage and support the delivery of custom and self-build housing. The Council will monitor the demand for this type of housing and will assist in the delivery of sites”.

7.2 Character Areas

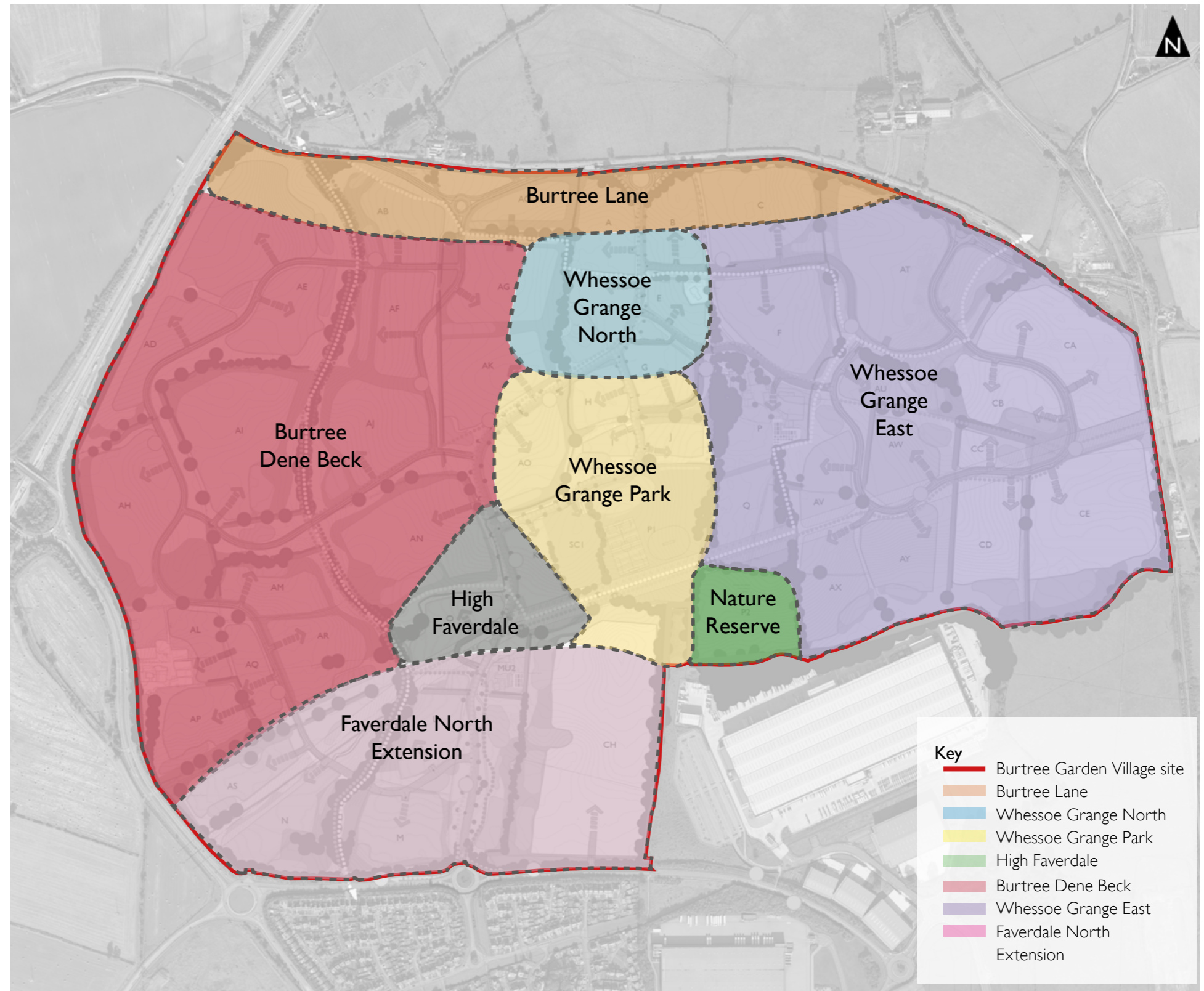
Based on both existing features and proposed development, the site is divided in to a number of different character areas:

- Burtree Lane
- Whessoe Grange North
- Whessoe Grange Park
- High Faverdale
- Burtree Dene Beck
- Whessoe Grange East
- Faverdale North Extension

These character areas will provide variation across the Garden Village to help create a richer character across the scheme. Further details of each character area are set out on the following pages.

The masterplan is rooted in a detailed understanding of the built character of villages in the wider Darlington rural hinterland. The landscape led approach of maximising retention of existing features for their habitat and aesthetic value combines with this analysis to build a justification towards a more traditional architectural language. However, the masterplan and other supporting guidance documents are not perspective on any particular architectural style and more modern interpretations are achievable where they appropriately reference the design parameters and palate of materials which are reflective of the surrounding character. The Design Code SPD encourages:

- Replicating traditional forms but constructed from overly modern materials.
- Using traditional materials / colours but in a non-traditional building form.
- A creative and intelligent mix of both of the above.



Interpretation of character zones

Whessoe Grange Park:

The park will provide recreational area, community focus and wildlife habitat for Burtree Garden Village. It will have ponds, playing fields, a cricket pitch with pavilion and play spaces as well as extensive areas of landscape mitigation. It will also be the focus for fetes, fairs and community events.



Whessoe Grange North:

Tree lined avenues to the north with wide green verges will create a strong sense of arrival into the Garden Village from the north and provide a formal route towards the village green/centre. The village green will be a primary receiver and distributor of activity and movement from which access is provided both east and west across the wider Burtree Garden Village masterplan.



High Faverdale:

This southern gateway will be a series of large informal, open spaces on the edge of the village which create a natural transition from the outer suburban extension area to the south. The gateway will accommodate naturalistic landscaping and features and a bridge which will announce the start of the wider Burtree Garden Village heading north.



Character area precedents

Faverdale North Extension:

An outer suburb extension of the existing West Park estate to the south. This most southerly part of the masterplan will provide a transition between semi-urban and semi-rural character.



Burtree Dene Beck:

A long diagonal desire line and visual prompt provides a vista to the wildlife habitat areas to the west and the Yorkshire Dales beyond. The existing watercourse and public right of way which runs north to south dissects this area in two and provides opportunities to accommodate walking and cycling.



Whessoe Grange East:

The eastern part of the masterplan accommodates a community focused setting called 'The Farm'. This area provides opportunities for community gardens and kitchen, orchards, retirement living and community hall. A large portion of the south and south-east areas will accommodate commercial uses and activities.



Character area precedents

7.3 Quantum of Development

The quantum of development proposed by this application is as follows (the cell numbers reference the Indicative Area plan, drawing reference N81-2724 007).

Masterplan Development Criteria

- Road infrastructure from Rotary Way to Burtree Lane (including a new roundabout on Burtree Lane, accesses to residential cells and eastern/western links where shown and associated pedestrian and cycle routes)
- Strategic landscaping, public open spaces, SUDS (including Burtree Village Park but excluding the school playing field which will be in outline)
- Wider landscaping, public open spaces, SUDS and community spaces (allotments and/or community garden at Whessoe Grange)
- Drainage infrastructure to serve phase I – inclusive of drainage route to the east
- Housing delivered as part of Phase I
 - Up to 750 dwellings
 - Use Class C3 (inclusive of up to 58 retirement/extra care flats and apartments in cell K) - C2 and/or C3 - all matters reserved excluding access where shown)
- The remaining 1250 dwellings delivered in the later phases

Wider Community Facilities

- Neighbourhood Centre
 - Retail/ healthcentre (Cell K) (as part of retirement living cell) - 600 sqm - Class E
 - Primary School (size to be agreed but sufficient space permitted for a

2FE school) & Nursery - circa 1.2ha (Cell SCI) 3,500sqm plus playing pitches class F1.a (school)/class E (nursery)

- Pub (Cell MU2) – 500 sqm – Sui Generis.
- Village Hubs and retail (Cells G, K, E and P)
 - Cell G retail (shop) - 100 sqm - Class E
 - Cell G - retail (shop) - 100 sqm - Class E

- Cell E - Community Hall - 600 sqm - Class E and/or Class F2
- Cell P - Business Incubator Units at Whessoe Grange - 300 sqm - Class E
- Play facilities
- Up to 200,000 sqm of Class E, B2 and B8 floor space



Cell CH Development Options

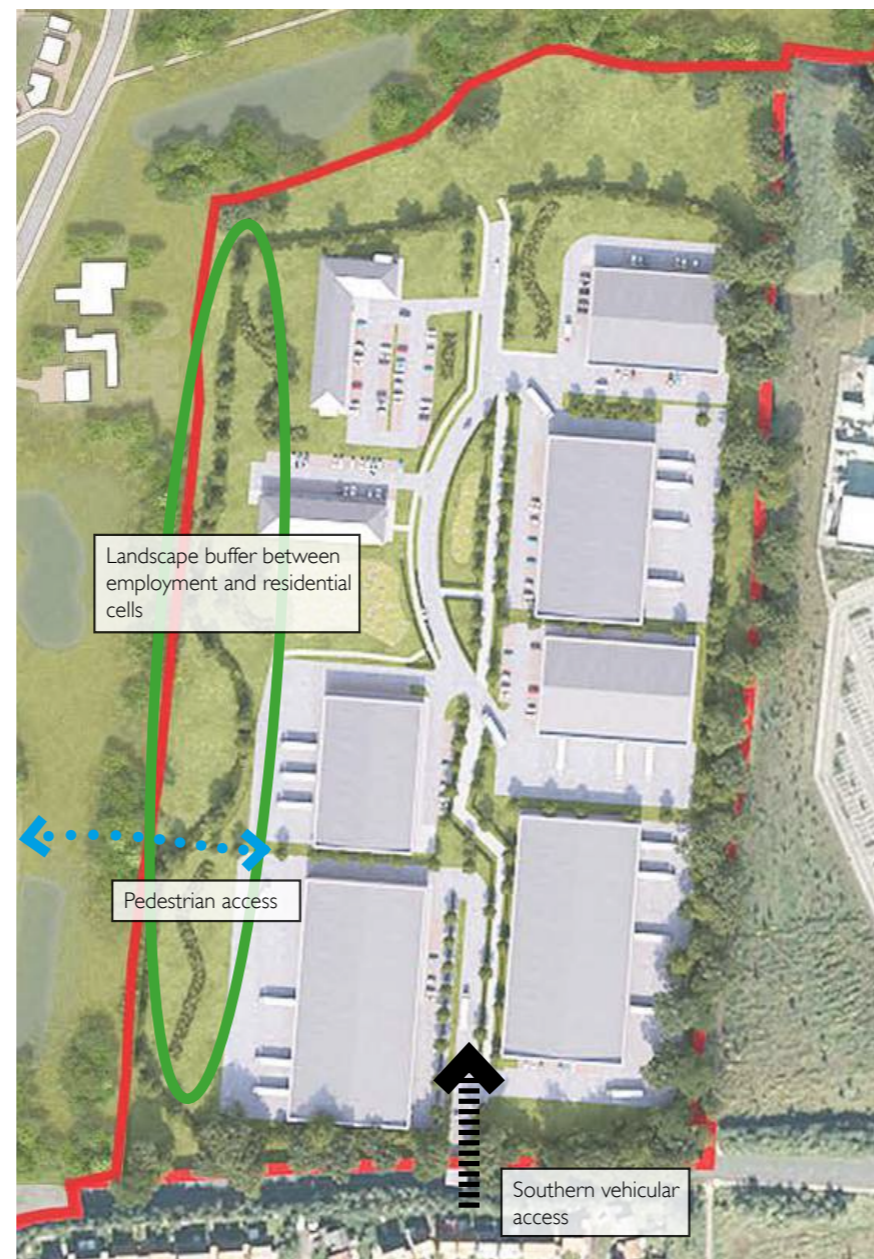
Cell CH will form part of an outline application with detailed design developed at RM stage. The cell was initially identified for employment due to its vicinity to the GCN ponds and the reduced impact this may have on the surrounding habitat, however following design feedback from DBC it may be desirable to enhance the southern gateway in terms of design quality and place making due to its prominent position within the site and therefore it is possible that CH could come forward as residential if GCN considerations are addressed through the grant of a District Level License (DLL) from Natural England to provide off-site GCN habitats in locations which are more beneficial to the wider local GCN population. Should the residential option be taken forward the potential for an East/West vehicular access to cell CH has been explored to ensure that residential development would be fully integrated into the Garden Village. Landscape design proposals have been tailored to accommodate this access option to maintain flexibility. A residential proposal and associated access arrangements would be subject to further assessment at the planning application stage.

This scenario illustrates the need for the masterplan to remain flexible to both market factors and the expanding understanding of the opportunities and constraints the site presents and how these can be addressed to achieve optimised outcomes.

Should a residential proposal for cell CH be brought forward detailed design considerations should have regards to the Faverdale North Extension Character area as defined in this masterplan, the Design Code SPD to ensure a consistency of design approach.



Cell CH vicinity to GCN ponds



Illustrative commercial option



Illustrative residential option

The adjacent schedule depicts the quantum of development across both Phase I and the wider Burtree Garden Village site, suggesting the delivery of residential and commercial uses alongside community facilities.

✱ **Note:** For the purposes of the accommodation schedule cell CH has been shown as commercial but has the ability to change to residential dependant on market requirements. In the event of a lower commercial requirement, Cell CH would be the most appropriate area of the masterplan to consider additional residential development.

To reflect this the parameter plans show cell CH as commercial / residential. With regards to the density and storey heights parameter plans, if this cell were to come forward as residential it would attribute the same medium densities & storey heights as the neighbouring cells to the west.

	DWELLINGS				COMMERCIAL		PHASE 1 - OTHER AREAS	
	CELL	AREA (ha)	DENSITY (DPH)	UNITS	CELL	AREA (ha)	CELL	AREA (ha)
PHASE 1 BOUNDARY	L	1.34	35	47	CA	3.71	Burtree Village Park (P1) (including play areas)	5.24
	M	1.56	35	55	CB	1.42	MU2	0.43
	N	1.54	31	47	CC	0.36	Care Home (within Cell K)	0.97
	O	1.10	37	41	CD	2.07	School	1.12
	A	1.47	32	47	CE	4.24	SuDS (total outside of road infrastructure)	3.72
	B	1.31	32	42	✱ CH	7.12	P1 Road Infra.	5.82
	D	0.82	35	29			Play Pitch (Delivered in outline as part of the Village Park)	0.7
	E	0.53	32	17	TOTALS	18.92	Play Areas (Delivered in outline as part of the Village Park)	0.14
	G	1.01	50	50			Retail (within Cell K)	0.06
	H	0.77	38	29			APPLICATION BOUNDARIES	
	I (*)	0.32	38	12				AREA (ha)
	J	0.53	35	19	PHASE 1 AREA		Overall Masterplan (Blue Line)	178.32
	C	2.68	40	107	CELL	AREA (ha)	Phase 1 Area (Red Line)	50.59
	F	2.71	35	96	CELL A	1.47		
	P	1.83	30	55	CELL B	1.31	GREEN INFRASTRUCTURE	
	K	1.03	(Care Home Units)	58	CELL C	2.68		AREA (ha)
	Sub Total	20.55		750	CELL D	0.82		
WIDER MASTERPLAN	Q	1.24	28	35	CELL E	0.53		
	AA	3.48	30	104	CELL F	2.71		
	AB	1.41	25	35	CELL G	1.01	Nature Reserve (P2)	2.49
	AC	0.78	28	22	CELL H	0.77	P1 POS and Green Infrastructure (Including Detention Basins)	21.32
	AD	1.37	25	34	CELL I (*)	0.32	Outline Green*	59.05
	AE	1.68	30	50	CELL J	0.53		
	AF	1.41	25	35	CELL K (Care and Retail)	1.03		
	AG	2.1	25	53	CELL L	1.34		
	AH	2.69	28	75	CELL M	1.56	*Includes outline road and infrastructure	
	AI	3.36	30	101	CELL N	1.54	All areas and measurements are subject to review once Tree and Ecological Constraints have been considered.	
	AJ	2.29	25	57	CELL O	1.1	APPROXIMATE FLOOR SPACE IN CELLS	
	AK	2.24	25	56	BURTREE VILLAGE PARK (P1)	5.24		Area (m2)
	AL	0.79	28	22	Car park / cycle park for cell P1	0.05	(*) Cell K - Extra Care/Over 55 apart (3 storey - 42 apart and 16 flats)	5,000
	AM	1.06	25	27	P1 ROAD INFRASTRUCTURE	5.82	Cell K - Retail / Office	600
	AN	3.08	25	77	Cell P	1.83	Cell SH1 - School and Nursery (2FE with 420 pupils)	3,500
	AO	1.71	28	48	MU2	0.43	Cell E - Community Hall	600
	AP	1.31	25	33	SC1 (School)	1.12	Cell G - Shop	100
	AQ	0.83	28	23	Detail SuDS (Outside of Road Infrastructure)	3.12	Cell P - Incubator Units	300
	AR	1.68	25	42	Outline SuDs (Outside of Road Infrastructure)	0.14	Cell MU2 - Pub	500
	AS	0.93	25	23	Drainage Route	0.46	Cell G - Shop / Temp sales office	100
	AT	3.9	25	98	Green Infrastructure	13.66	TOTAL	10,700
	AU	0.83	25	21	Phase 1 Area (Red Line)	50.59	* Cell totals indicative - description of development permits up to 75 extra care or retirement dwellings across cells.	
	AV	0.63	25	16				
	AW	1.19	26	31	Existing			
	AX	1.45	25	36	METCALFE HOUSE	0.31		
	AY	2.32	25	58				
	AZ	1.51	25	38				
	Sub Total	47.27		1250				
	TOTALS	67.82		2000				

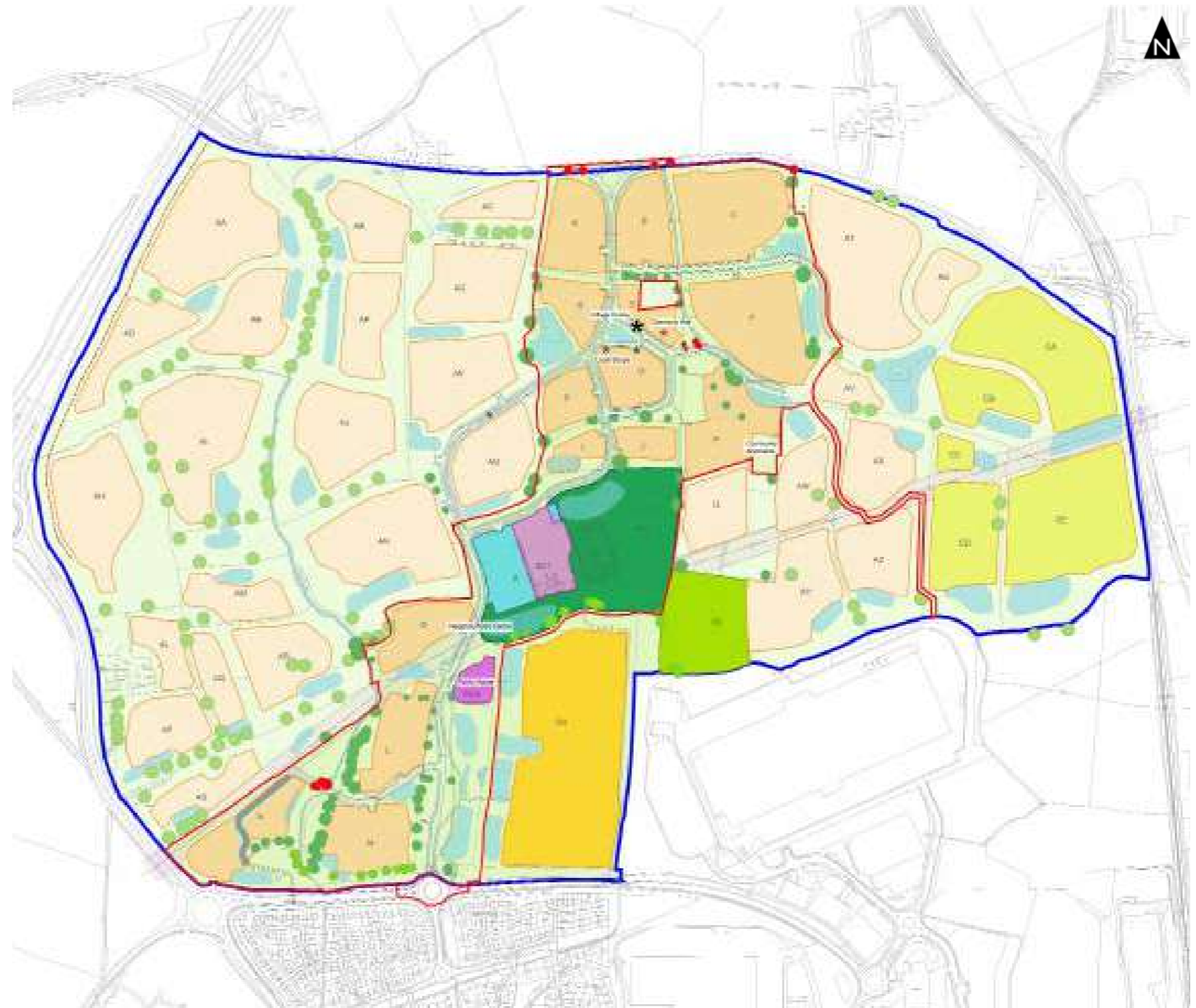
Development cells schedule

7.4 Parameter Plans

Land Use Parameter Plan

The proposed land uses comprise residential, ancillary retail, employment, pub, retirement living.

- Development Cells A - AZ Residential Development (Use Class C3)
- Development Cell K retirement living (C2 / C3)
- Development Cells CH, K, P and MU2 (Use Classes A1, A2, A3, A4, A5, B2, D1 and D2)
- Development cell SC1 - school (Use Class D1)

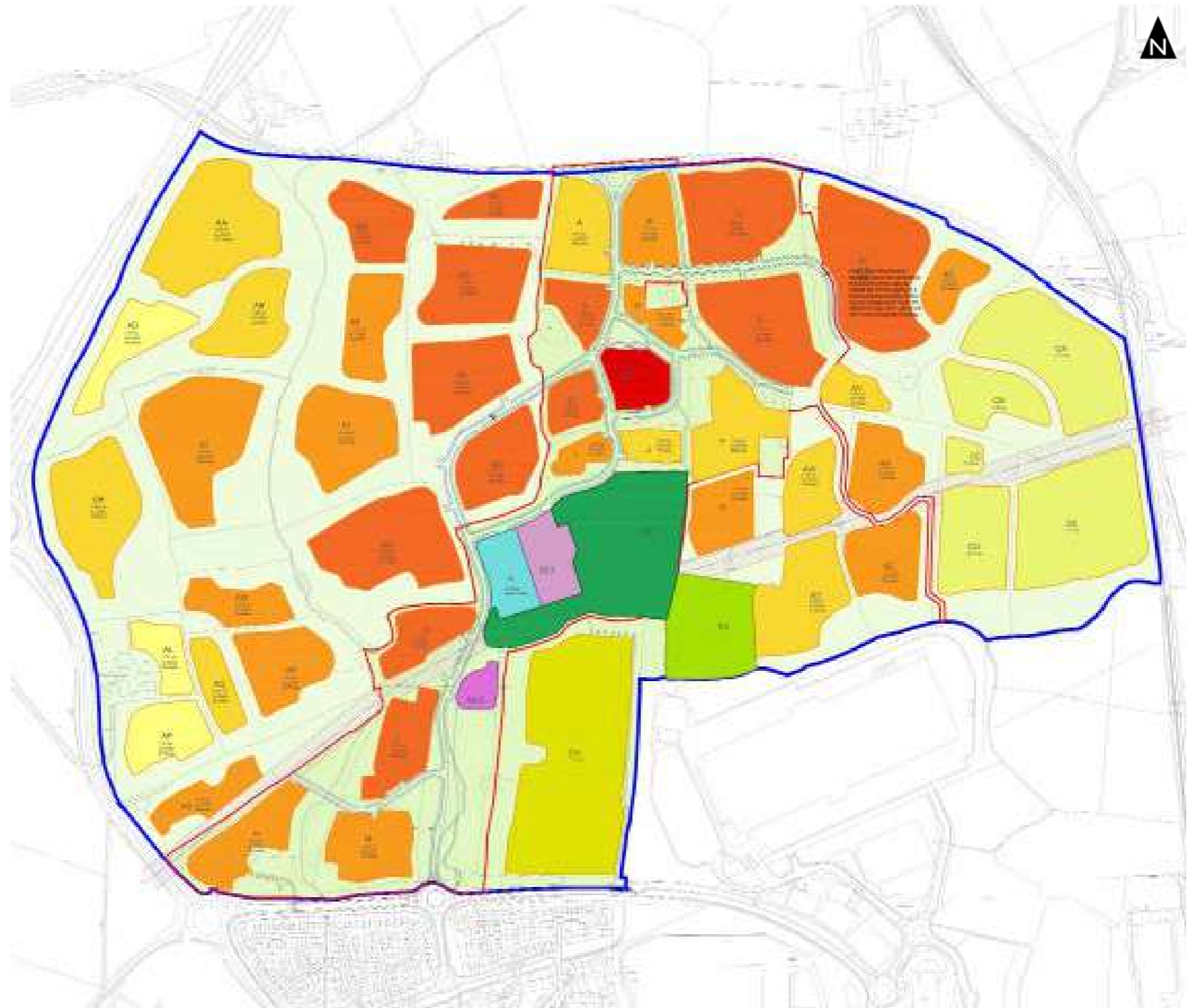


Land use parameter plan

Density Parameter Plan

Burtree Garden Village will provide a full range of housing opportunities, with different densities and typologies across the new community creating distinctive and legible character areas that maximise the potential for sustainable design and non-car based travel.

Key



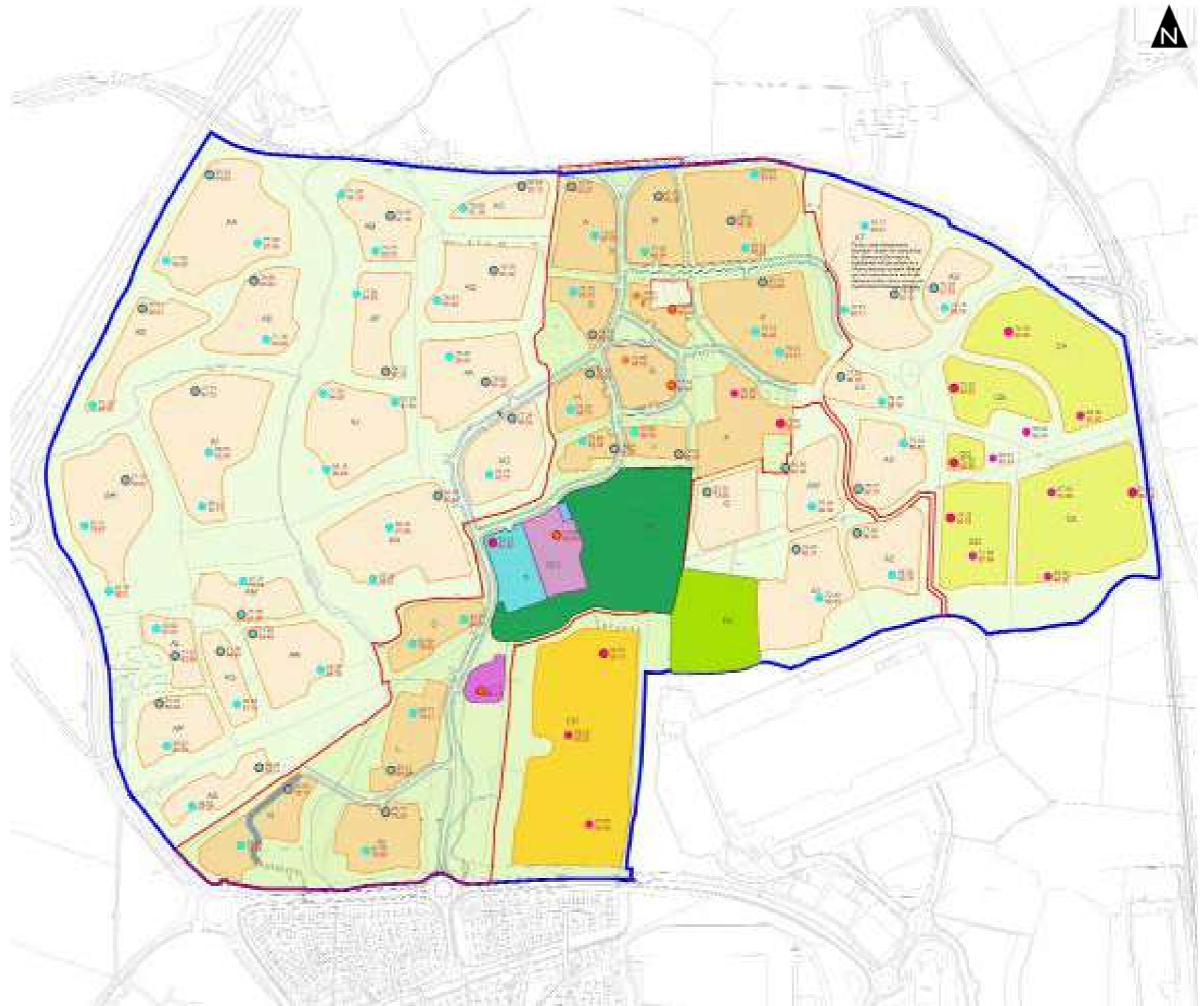
Density parameter plan

Scale and Height Parameter Plan

The majority of the residential development will be two storey, with 2.5 and 3 storey buildings adding variety and interest to the streetscene. Some areas of development have been identified as potential locations to allow taller 4 storey landmark buildings to terminate viewpoints along the main spine road and through cells along with creating a visual link from the local centre towards the retirement living and village centre.

Key

- South East Eastern Regeneration Boundary
- Core Street / Boundary
- 10m Building Height Limit
- 15m Building Height Limit for Commercial Use
- 2.5 Storey Building (Maximum height of 12m)
- 3 Storey Building (Maximum height of 15m)
- 4 Storey Building (Maximum height of 18m)
- 5 Storey Building (Maximum height of 21m)



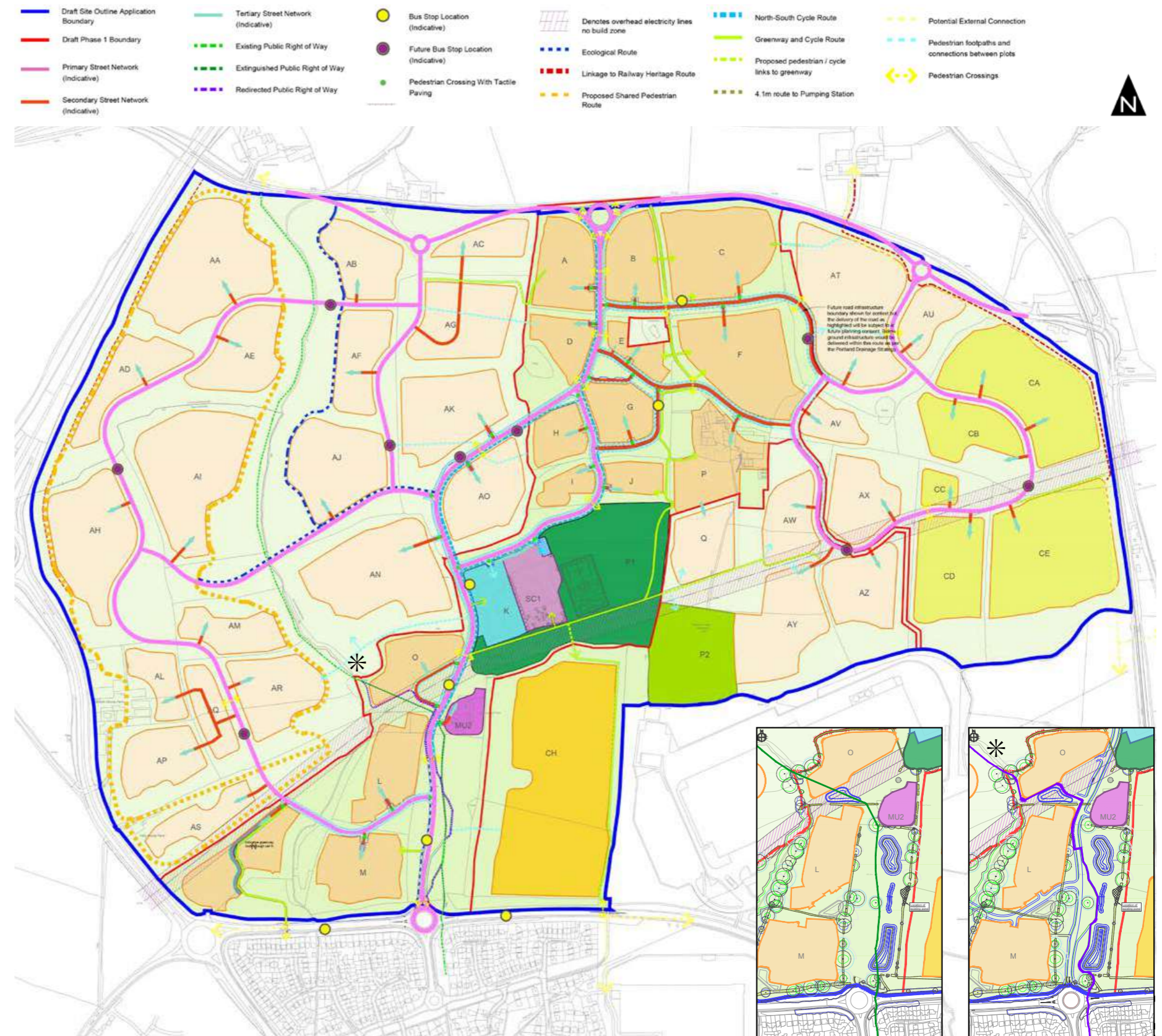
Scale and height parameter plan

Movement and Access Plan

Within the site movement will be organised within an established street hierarchy:

- The spine road is the primary route through the site and will provide direct access to the village centre, school, retirement and shops
- A loop provides access to the employment area to the north of Faverdale Industrial Estate.
- A secondary loop also provides access to the western part of the site and an additional access point via Burtree Lane.
- In total 3 access points from Burtree Lane will provide access to the eastern and western parts of the site with the central route through the middle of the site.
- Secondary roads will extend from the spine road and provide access into the various development cells; and
- Tertiary streets will provide the internal network of routes within the development cells.
- On later phases the intention is to retain the existing route of the PRow where possible. Detailed strategies to connect the PRow to other routes to be delivered as part of the development and wide movement networks will be considered in the formulation of each development proposal. Sign age will be provided along the route of the PRow within the Garden Village and at its termination point on Burtree Lane to ensure users are aware of the extent of the PRow and onward connectivity options as they are delivered.

Key



Movement and access parameter plan

Existing PRow Route

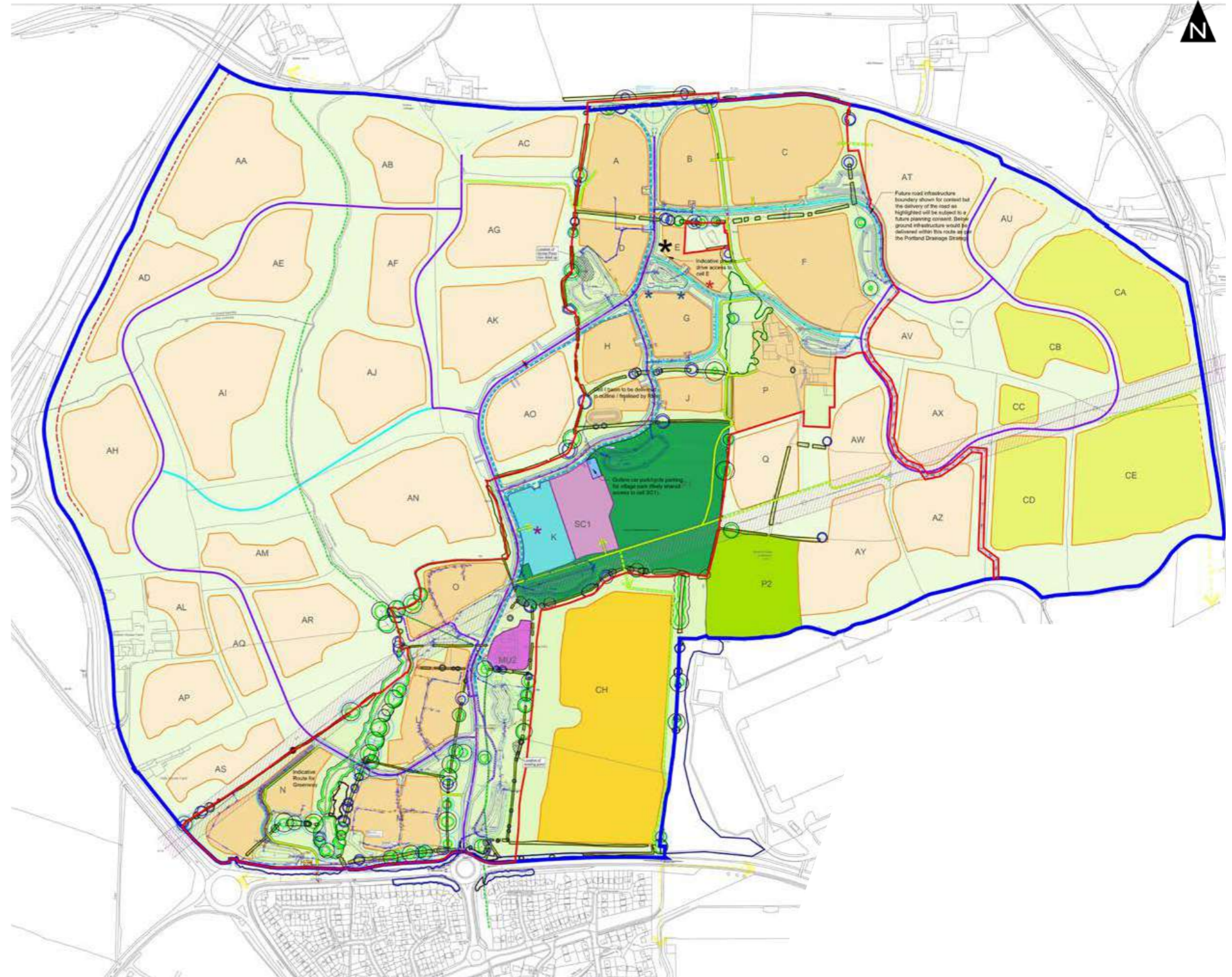
Revised PRow Route

* PRow route in phase 3 shown indicatively. The final route would be subject to further design and planning considerations.

Indicative Areas Plan

Key

- Phase 1 Application Boundary
- Residential Development Cells (Outline Application Phase 1)
- Indication of future road through cell N
- Residential Development Cells (Outline Application Phase 2)
- Residential Development Cells (Overall Masterplan)
- Primary School Land (Outline Application)
- Retirement Village and Retail Floor Space (Outline Application)
- Commercial / Residential
- Commercial (Overall Masterplan)
- Public House (Outline Application Phase 1)
- SuDs Basin for Cell I
- Outline car park/cycle park for village park
- Future road infrastructure boundary
- Existing Trees (Surveyed)
- Existing Trees (Not Surveyed)
- Existing Trees to be Removed
- Existing Trees With TPO
- Extent of Burtree Village Park Including Play Areas
- - - 20m Buffer for Acoustic Bund
- - - Access to Metcalfe House
- Denotes green/blue framework planting with habitat enhancement and creation (Phase 1 Application)
- Denotes green/blue framework planting with habitat enhancement and creation (Overall Masterplan)
- Nature Reserve (Overall Masterplan)
- Denotes overhead electricity lines Subject to detailed review
- Indicative SuDs basins (Phase 1 Application Only)
- Existing Ponds (Detail Application)
- Metcalfe House (Blue line current ownership, Red line propose extent of boundary)
- ★ Retail unit Potential to be converted to residential
- ★ Community Hall Building Car park accessed to rear
- ★ Village Centre
- Greenway (in accordance with LTN 1/20)
- - - Potential Future Ped/cycle Connection.
- Existing Watercourse
- Existing PROW
- Re-directed PROW
- Ped / Cycle Route
- Extinguished Existing PROW*
- Bus Gate



Indicative areas parameter plan



08 APPROACH TO EMPLOYMENT

8.1 Policy

Policy H11 states that the Site should provide approximately 70 hectares (gross) / 49 hectares (net) of employment land for E(g), B2 and B8 use classes. As set out by Policy H11 these figures are 'approximate' and reflect the Council's aspirations based on employment land analysis undertaken as part of the evidence base for the Local Plan. The quantum of employment land shown in the masterplan has been established alongside a detailed understanding of the sites opportunities and constraints along with an ongoing analysis of the employment land market. The final mix and amount of employment space provided across the Site will be dependent on market demand when a planning application for the relevant phase is made. There is no employment land included in the Phase 1 planning application and this would either be subject to a standalone planning application for an individual cell to reflect bespoke requirements of an end user or be included in outline within Phase 2.

As confirmed within the Local Plan (paragraph 6.11.8) For this site the balance of residential versus employment space will be dependent on the economic climate and viability assessment of the site.

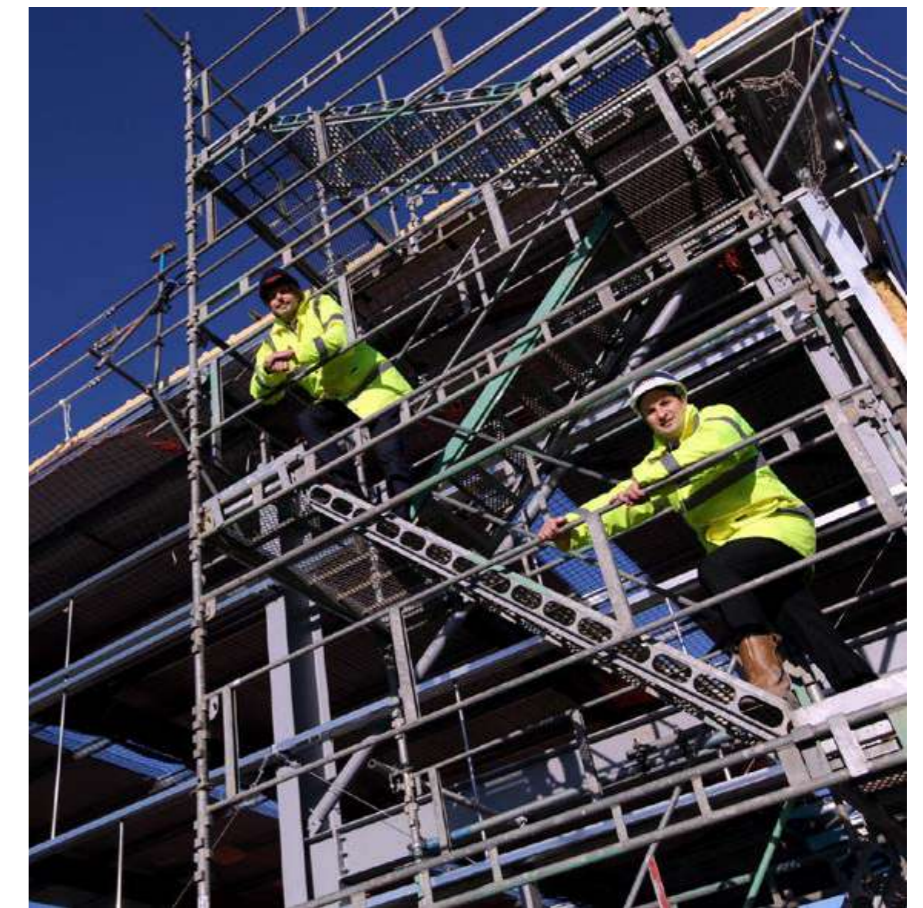


If there is limited demand from operators for employment space at this location, and consequently it's delivery would adversely impact on the viability of the Site, it is anticipated that a lower level of floorspace would be provided in later phases. In this case, consideration would be given to appropriate alternative use for these parts of the Site.



8.2 Commercial Use

At this stage it is unknown the commercial nature of the employment area, however the appropriate set back of residential dwellings, orientation of habitable spaces and use of external and façade mitigation can all be considered to ensure noise from traffic associated with the commercial units does not have an unacceptable adverse impact in terms of noise. Although a detailed design is yet to be prepared, the potential impact of commercial and residential properties using a shared route for access will be considered and measures to reduce any impact will be recommended for use during detailed design.



The plan shown is for illustrative purposes and highlights potential locations for commercial uses, with flexibility with regards to cell CH being identified as either employment or residential use dependant on the circumstances when detailed proposals are brought forward.

Detailed design will require the applicant to propose commercial areas as pavilions within the landscape whereby buildings, car parking and associated infrastructure are integrated into a landscape led framework.

Requirements in relation to commercial development are purposely flexible as requirements may need to flex to the requirements of a given commercial / inward investment opportunity.



Commercial use plan

A stylized, light green tree graphic with a central trunk and several branches, each bearing multiple leaves. The tree is positioned in the background, centered horizontally, and its color matches the overall background shade.

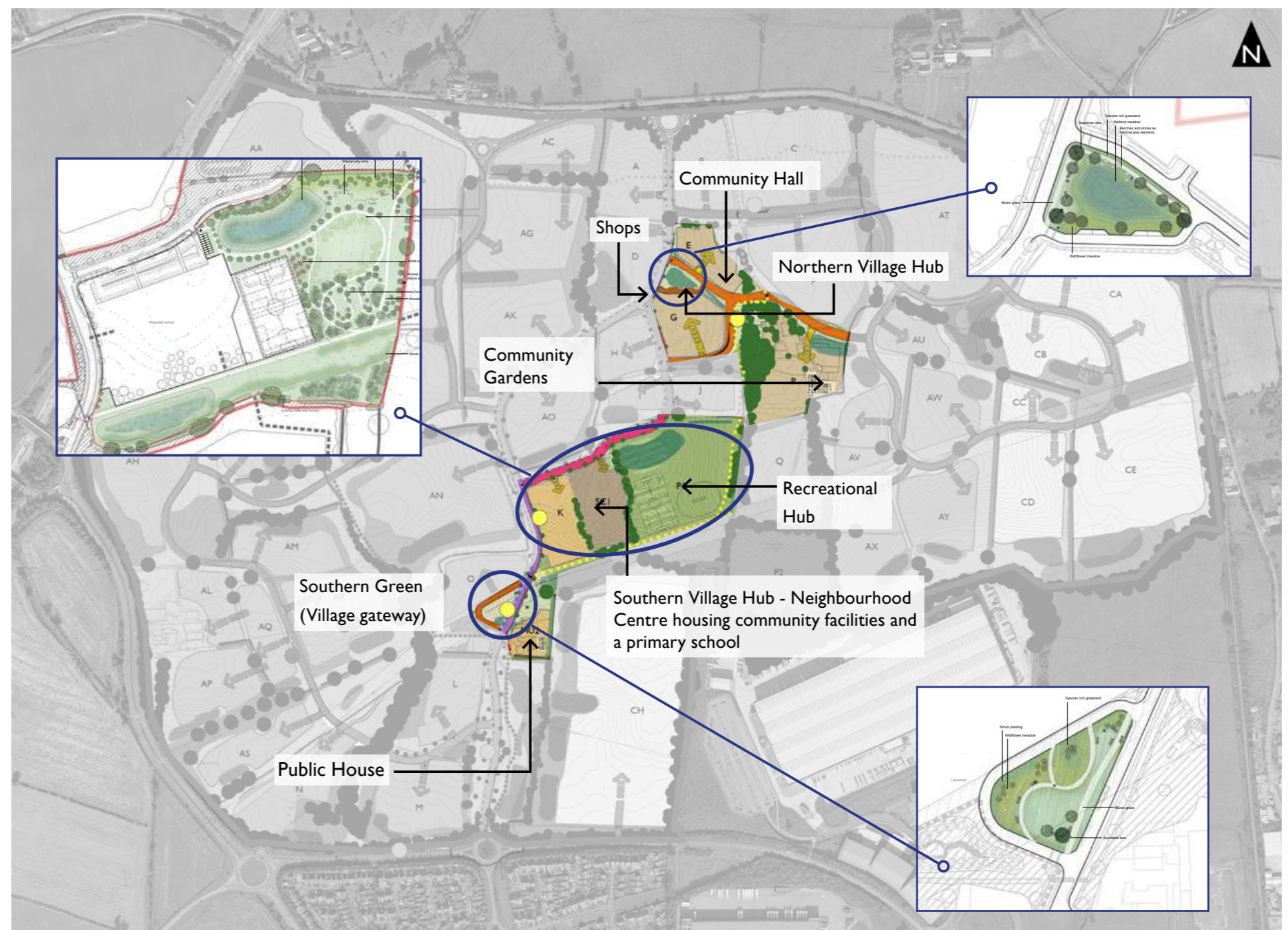
09 SOCIAL AND COMMUNITY FACILITIES

9.1 Policy

Policy H11 requires the delivery of various community facilities inclusive of a well located Neighbourhood Centre including the potential for a health hub, primary school and local retail and food and drink facilities of a scale and type proportionate to the nature and scale of the development. This has been a key consideration of the master planning process, to establish the Neighbourhood Centre within the heart of the site and well located to the access road, with other cells also providing convenient retail and community spaces for residents beyond the local centre. Given the location of the community facilities within the centre of the site, consent will be sought for these uses via Phase I with final details to be provided via reserved matters. Nonetheless, in order to deliver a neighbourhood centre and other community facilities in their entirety, the site will need to generate a critical mass (typically at least 750 dwellings). As such it is envisaged that these facilities would be delivered once the housing allocation for the plan period is nearing completion or has been completed. Any outline planning consent for Phase I should be worded appropriately to enable sufficient flexibility regarding timescales for the submission of reserved matters for a development that will deliver throughout the plan period.

9.2 Design Approach

Neighbourhood Centre (Southern village hub) – The Masterplan has allocated land for a new primary school (although not a specified DBC requirement) with an expectation that it will become a significant focus for community life, playing a key role in fostering a new community. The master plan also proposes both a northern village hub and a southern green (village gateway) as shown below.



Neighbourhood Centre plan

Mixed and Balanced Community - The Burtree Garden Village will provide a range of housing types to meet current and anticipated future local housing need, including extra care and later living housing. The development will provide 20% of all new homes as affordable homes, subject to viability considerations in policy.



Later Living housing plan

Integrating Employment Opportunities - Subject to demand, the Burtree Garden Village will include up to 200,000 sqm of employment floorspace focused to the south eastern corner wrapping around the existing Argos distribution centre. Employment areas are located where development constraints such as noise and GCN would have the greatest impact on residential development.



Employment opportunities plan



10 HERITAGE AND THE STOCKTON AND DARLINGTON RAILWAY

10.1 Heritage Site Context

Manor house ruins and wall, 70m south-east of Whessoe Grange Farmhouse, Burtree Lane

The structure was listed at Grade 2 in 1952, when it comprised the ruins of a manor house and an attached wall to the south: it was listed as it was considered to be of special interest (regionally significant). The list entry states that it may be a 12th century chapel, converted into a house in the early-mid 16th century, and later into a barn.

The building remains were reassessed in 1986 as comprising the remains of a 16th century house orientated east-west with a protruding south wing forming a 'T' plan. Subsequently the majority of the remains have been demolished by previous landowners such that only the wall to the south of the main house remains.

The surviving element of the listed building comprises part of the east wall of the south wing, now forming the east wall of a stackyard. The south wall of the stackyard is of uncertain date but incorporates an element of the south gable end of the building. The west wall of the yard incorporates part of the gable end of another building which may also be 16th century. The south and west walls of the yard are likely to be considered curtilage listed.

Because the majority of the buildings have been demolished, the significance of the complex has been lost, and the remaining part of the listed wall is decontextualised. As isolated fragments of 16th century buildings, it is unlikely that the remaining elements would be considered to be of special interest such that they would be listed today, and they are more likely to be considered of local significance. The remains are not currently publicly accessible or readily interpretable.

The former buildings would have originally been in a rural setting, although there may have been associated farm structures. When intact, the rural setting would have been pertinent to their significance. Currently the remains are associated with the farm to the immediate north and an open rural setting to the south.

The Stockton and Darlington Railway

The Stockton and Darlington Railway was opened in 1825 to connect collieries at Shildon with the Tees at Stockton and later Middlesbrough. It was the first railway to haul passengers with steam locomotives. In places the remains are of national importance and designated as scheduled monuments, and the remainder of the route is of regional significance. Elements of the route are accessible: the section adjacent to the development, alongside phase 2, remains

in use as a railway and is not identified as a scheduled monument. The railway comprises a linear corridor embanked along the eastern edge of the site, partially defined by hedgerows.

Non-designated farmsteads – Phases 1 and 3

There are four farmsteads within the masterplan area with origins in the later 18th /19th centuries: Holy House Farm, Whessoe Grange Farm, High Faverdale Farm and Bottom House Farm. The older elements of the farmsteads contain some historic fabric, and relate to a historic period of land enclosure, and they are considered non-designated heritage assets of local significance. High Faverdale is the most prominent and architecturally significant and aesthetically pleasing of the assets.



East wall of former 16th Century house with blocked mullioned window

10.2 Archaeological Remains

The development is situated in a general area known to have been exploited in later prehistory and into the Roman period, and which contains later prehistoric enclosed settlements and associated field systems; evidence relating to earlier occupation has also been identified.

Archaeological assessment works within the site have identified the archaeological remains of a later prehistoric settlement and associated field system.

Works have also identified archaeological remains relating to a medieval village and to medieval and post-medieval agriculture, comprising above and below-ground remains of ridge and furrow and field boundaries. Further archaeological assessment works will be conducted in support of planning applications within the site, and further such remains may be identified. Such archaeological remains have the potential to be of local to regional significance because of their capacity to contain information pertaining to archaeological research objectives.



Internal side of north wall of former 16th Century house, looking south-east

10.3 Design Approach to Heritage Assets

Whessoe Grange - Manor House Ruins and Wall – Phase I

The masterplan retains the walls of the stackyard incorporating the surviving 16th century elements. The modern farm building to the immediate north will be removed and the area utilised as community space, away from areas of dense housing. The walls will be incorporated into a walled garden setting associated with community use, such as a café / rural style retail / community business, with community gardens and/or allotments to the south, reflecting the former rural setting. The change to the setting is beneficial, ensuring the future survival of the remains, bringing them into communal use, and enabling them to be interpreted and appreciated by the public.

Stockton to Darlington Railway – Phase 2

Parts of the railway are scheduled ancient monuments considered to be of national significance, and the remainder of the route has regional significance. The railway was designed functionally without regard to the rural or industrial aspects of its surroundings. The rural setting of the route where it passes along the boundary of the development site is not pertinent to the historical significance of the railway. Development of the adjacent rural land will not therefore impact on its significance. The monument is understood as a linear routeway, partially enhanced by the wayleaves and boundary hedgerows. The creation of linear open space adjacent to the railway, visually separating the non-designated asset from future housing and employment development, has the potential to enhance the existing character as required by Policy H11 of the Local Plan. The masterplan provides the opportunity to increase awareness and appreciation of the railway and its history through enhanced footfall, pathways

and interpretation. Whilst aspirational and dependent on third parties bringing a station into use, some form of proportionate park and ride within the area could potentially enhance both connectivity and access to the railway itself.



Remaining wall

Extract of Village Centre sketch showing location of remaining wall

Non-designated farmsteads – Phases 1 and 3

There are four farmsteads within the masterplan area with origins in the later 18th /19th centuries: Holy House Farm, Whessoe Grange Farm, High Faverdale Farm and Bottom House Farm. The older elements of the farmsteads contain some historic fabric, and relate to a historic period of land enclosure, and they are considered non-designated heritage assets of local significance. Bottom House Farm and Holy House Farm will remain in situ within green corridors at the periphery of the development, such that an element of their formal rural setting and hence their local significance will be maintained. The masterplan may entail the removal of some or all of the structures, with the sites being designated for development, including the site of High Faverdale for use as a public house. Where it is not possible to retain the structures, their loss can be mitigated through a programme of archaeological recording and analysis in line with Historic England guidelines, such that a record is held of the structures in perpetuity, and that knowledge of the past is enhanced and made publicly available.

Archaeological remains

The type of archaeological resource present on the site does not require preservation in situ and there is no requirement to design development cells accordingly; where development within the masterplan removes or truncates these remains, the impact can be mitigated by a programme of archaeological works which records and analyses the resource, disseminates the results, and generates an archive to be held in perpetuity. This ensures that knowledge of the past is increased and is publicly available, and provides a positive benefit with respect to the historic environment.



Non-designated farmstead locations

A stylized, light green tree graphic with a central trunk and several branches, each bearing several leaves. The tree is positioned in the background of the slide, centered horizontally.

APPROACH TO DELIVERY AND PHASING



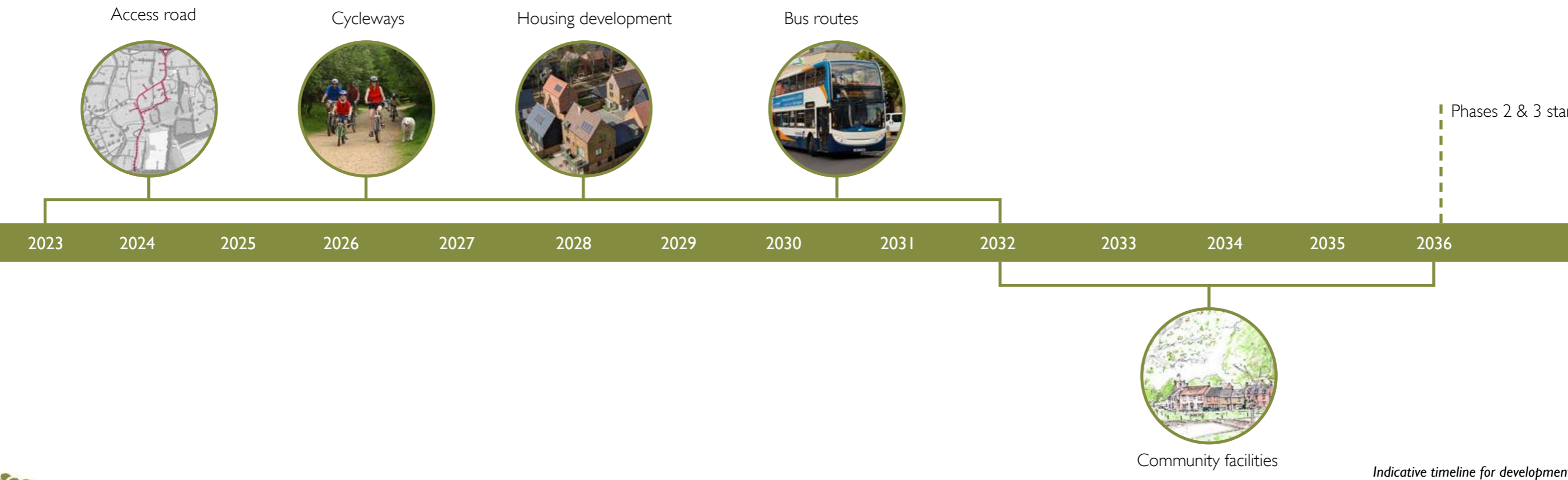
II.1 Infrastructure, Delivery and Phasing

As set out in Section 5, the delivery strategy for the Site has been designed to allow the link road and its associated infrastructure to serve as a central corridor from which development parcels, both within Phase I and subsequent development phases via a secondary road network, can connect into in a logical and considered fashion.

The planning application for Phase I will be submitted in hybrid form with the infrastructure works including the access road being sought in full, and consent for housing, employment and community cells being sought in outline. The approach to the delivery of Phase I has been designed to capture

opportunities to accelerate the pace of development and capitalise upon the delivery of strategic infrastructure up front which is unique to the Garden Village programme. This will enable multiple development cells and house builders which are complimentary to one another and which serve differing parts of the local housing market to begin delivering simultaneously, bringing forward the point at which a distinctive sense of place can be established around the access road. The delivery of the access road and associated infrastructure and landscaping at the outset (the Infrastructure Phase) would subsequently allow the housing development cells to be delivered from both the north and south

of the Site, working towards the centre where it will meet and where the community facilities will then be delivered. This approach has been designed to ensure that a critical mass of housing is generated as quickly as possible which will then enable the delivery of the non-residential elements within Phase I. The delivery of pedestrian and cycle links coupled with a re-directed bus service (as documented in the Transport and Accessibility sections of this Masterplan) ensure that access to existing services within Darlington will be achievable whilst the Site develops and works toward the critical mass required to deliver its own Neighbourhood Centre.



11.2 Indicative Sustainable Delivery Sequence

Whilst the wider allocation for 2,000 dwellings and 200,000 sqm of employment floorspace will be subject to three broad phases of delivery and their own planning applications. Phase I itself is also subject to its own sequence of delivery which is outlined in this section and further detail is included within the attached Infrastructure Phasing Plan for the allocation which is appended to this masterplan.

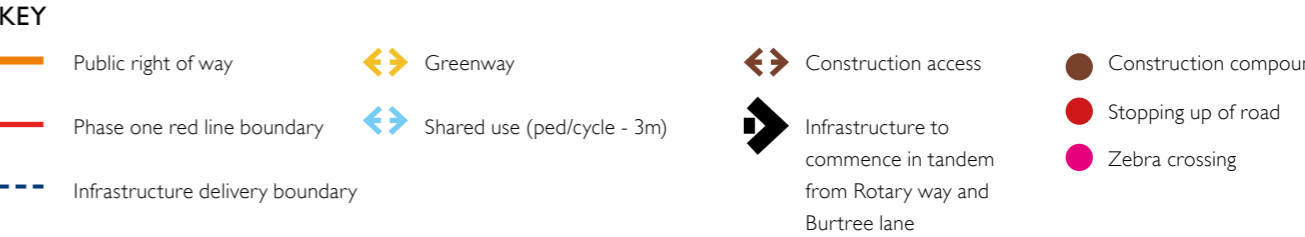
In order to ensure that the Phase I development can demonstrate sustainable connectivity to nearby services and facilities in advance of on-site provision coming forward, a comprehensive package of enabling infrastructure will be delivered upfront.

Due to the extent of these advanced works and the lengthy delivery period of approximately 18 months, sustainable connectivity will be achieved for some development cells in advance of the full package of infrastructure works being completed.

Development of the infrastructure will commence from Rotary Way and Burtree Lane in tandem with the works ultimately meeting towards the middle of the site. As such, associated development cells may begin to be being brought forward as the delivery of infrastructure progresses.

The adjacent image illustrates the extent of the package of works which will be delivered as part of the upfront infrastructure phase and indicates two locations from which infrastructure delivery will commence in tandem, with subsequent images illustrating the sequence within which development cells may come forward, subject to connectivity having been established. In order to maximise opportunities for the acceleration of housing delivery detailed proposals for developments cells may be submitted and approved whilst infrastructure work is in progress but occupation of homes will be restricted until provision of sustainable access arrangements can be demonstrated for that development cell.

* It is important to note that the sequence of delivery shown over the next few pages is indicative and based on currently delivery assumptions and may be subject to change.





Public Right of Way	Development cell completed	Development cell under construction
Phase I site	Infrastructure delivery boundary	Shared use (ped/cycle - 3m)
Infrastructure commencement	Greenway	Construction access
		Construction compound
		Stopping up of road

Key Delivery Objectives

- Enable developers to have an early presence to the south of the masterplan off Rotary Way *
- Provide vehicular and pedestrian / cycle links between Rotary Way and cells L & M
- Provide elements of the highway drainage strategy for road incorporating SuDS features
- Commence delivery of landscape key green spaces and boundaries to allow mature trees and hedging to establish early in the development
- Commence Implementation of placemaking at the very earliest opportunity to create a sequence of spaces along the spine road as infrastructure delivery commences
- Begin realignment of the existing PRoW route

* Towards the southern end of Phase I the extent of new infrastructure required to achieve sustainable connectivity is relatively limited and therefore occupations may commence relatively early in the infrastructure delivery period.

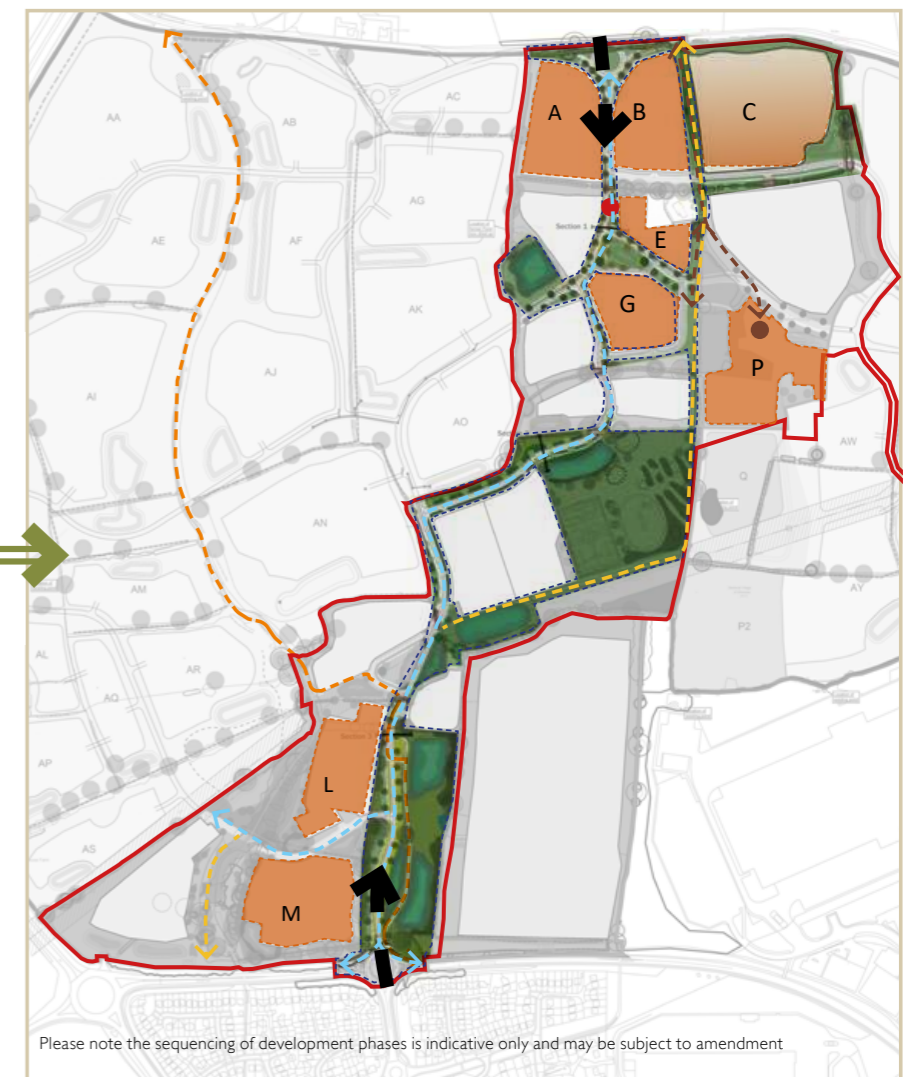


Public Right of Way	Development cell completed	Development cell under construction
Phase I site	Infrastructure delivery boundary	Shared use (ped/cycle - 3m)
Infrastructure commencement	Greenway	Construction access
		Construction compound
		Stopping up of road

Key Delivery Objectives

- Continue with provision of infrastructure from both the north and south with development cells having the ability to come forward only when the required connections have been achieved. Design and delivery work may occur in tandem with infrastructure delivery but occupations restricted until functional connections have been established. *
- Continue provision or required elements the highway drainage strategy for road incorporating SuDS features.
- Continue delivery of landscape key green spaces and boundaries alongside delivery of hard infrastructure.
- Continue implementation of placemaking alongside hard infrastructure to develop the sequence of spaces along the spine road envisaged in the masterplan.

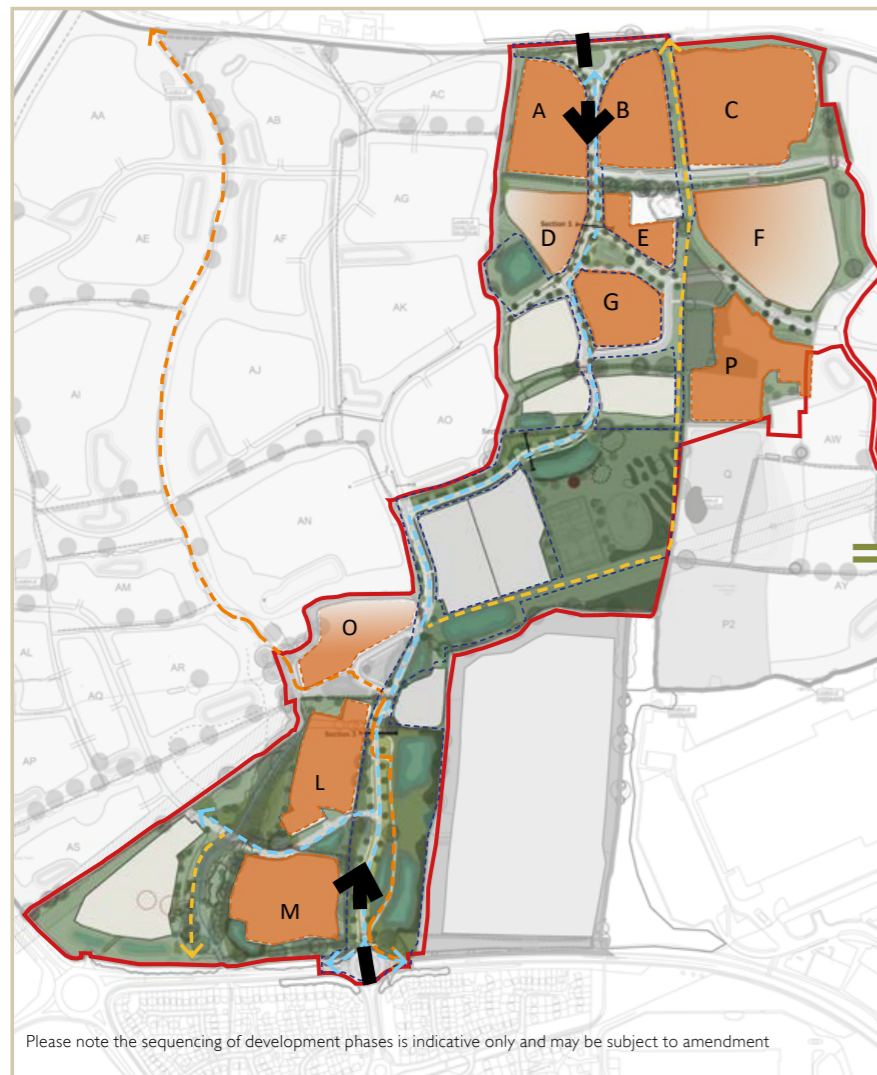
* Occupation of the northern development cells is dependent on the sustainable movement infrastructure, linking the cells to existing community facilities to the south of the Phase I site, being in place.



Public Right of Way	Development cell completed	Development cell under construction
Phase I site	Infrastructure delivery boundary	Shared use (ped/cycle - 3m)
Infrastructure commencement	Greenway	Construction access
		Construction compound
		Stopping up of road

Key Delivery Objectives

- Finalise delivery of the core enabling infrastructure providing main vehicular, cycle and pedestrian accesses to all development cells.
- Maximise opportunities for accelerated housing delivery by establishing multiple housing outlets serving complimentary market sectors, in line with the prevailing economic and housing market conditions.
- Commence delivery of landscaping adjacent to development cells which was not included in the advanced infrastructure package.
- Finalise village green to the north and introduce green connectivity and linkages both east and west to future proof links to the wider masterplan
- Establish Burtree Park and enhance its ecology and recreational value in line with approved strategies
- Enhance and safeguard, where possible, existing woodland and hedgerows in line with approved strategies.



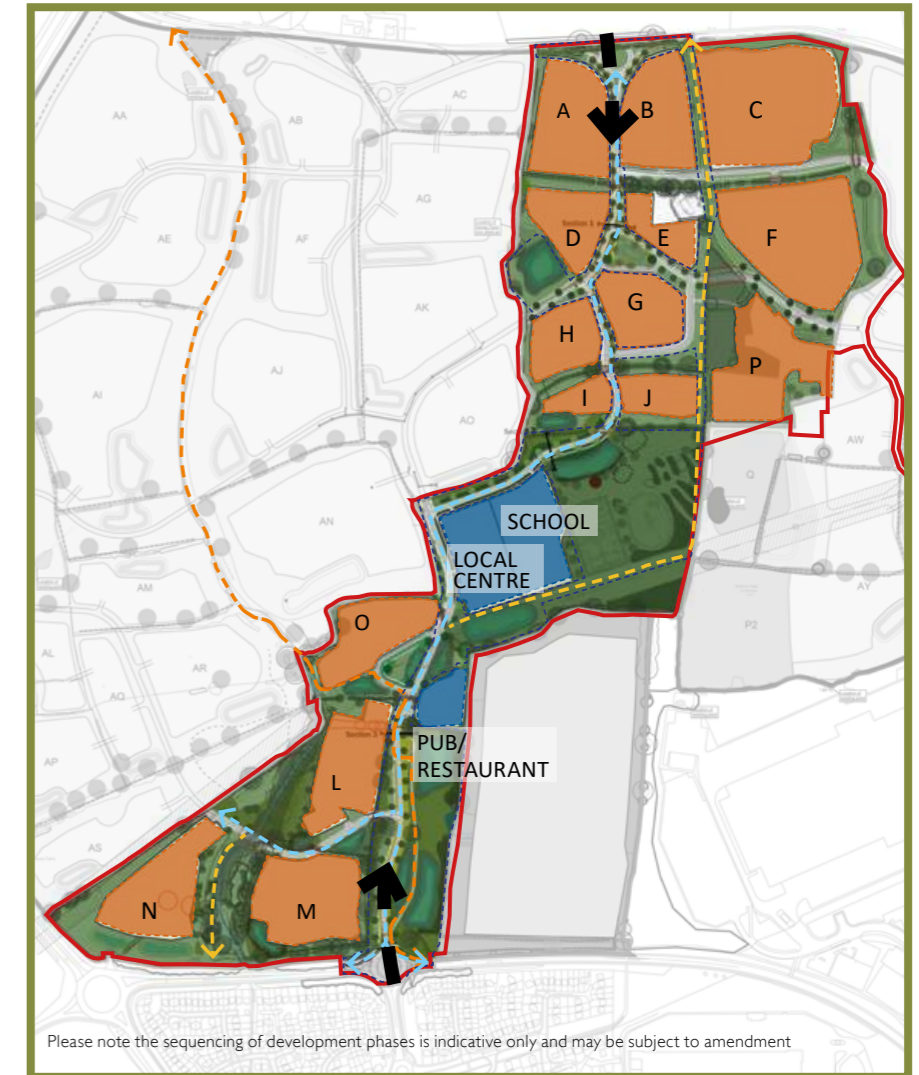
Key Delivery Objectives

- Enclose village gateway to the south via residential development
- The north-eastern development parcels begin to help define key green corridors
- The listed wall within Cell P is incorporated into the development



Key Delivery Objectives

- Further progression of development from North and South towards village green/neighbourhood centre



Whilst the sequence of residential cells has been suggested in the previous diagrams, non-residential uses may be brought forward from any point after sustainable connectivity to these areas has been established, with the aspiration being that these uses be delivered as early as possible to establish the sense of place and to enhance sustainability. Specific timing will be subject to need and market factors outside of the immediate control of the site developers.

11.3 Wider Masterplan and Community Facilities

The aspiration is for the neighbourhood centre (southern village hub) to be well connected and provide a number of community facilities such as a health hub, primary school, local retail and small food and drink retailers. The innate positioning of the neighbourhood centre within the centre of the site will provide convenience for the wider community and residents.

Given the location of the community centre within Phase I, consent will be sought for these uses during this phase, however in order for their uses to be fully delivered the site will need to generate critical mass (approximately 750 dwellings) and so it is expected that these facilities would be delivered once the housing allocation for this plan period is nearing completion.



Local centre and community precedents

Northern Village Hub



Village Shop CGI



Village Green Illustrative Sketch



Burtree Village Centre

Southern Village Hub - Neighbourhood Centre



Indicative Primary School Elevations



Illustrative Retirement Living and Retail



Neighbourhood Centre Illustrative Plan

Southern Gateway



Village Gateway Illustrative Sketch



Public House Illustrative Sketch



Public house precedent image



Burtree Village Gateway Illustrative Plan

A stylized, light green tree graphic with a central trunk and several branches, each bearing multiple leaves. The tree is positioned in the background of the slide, centered horizontally.

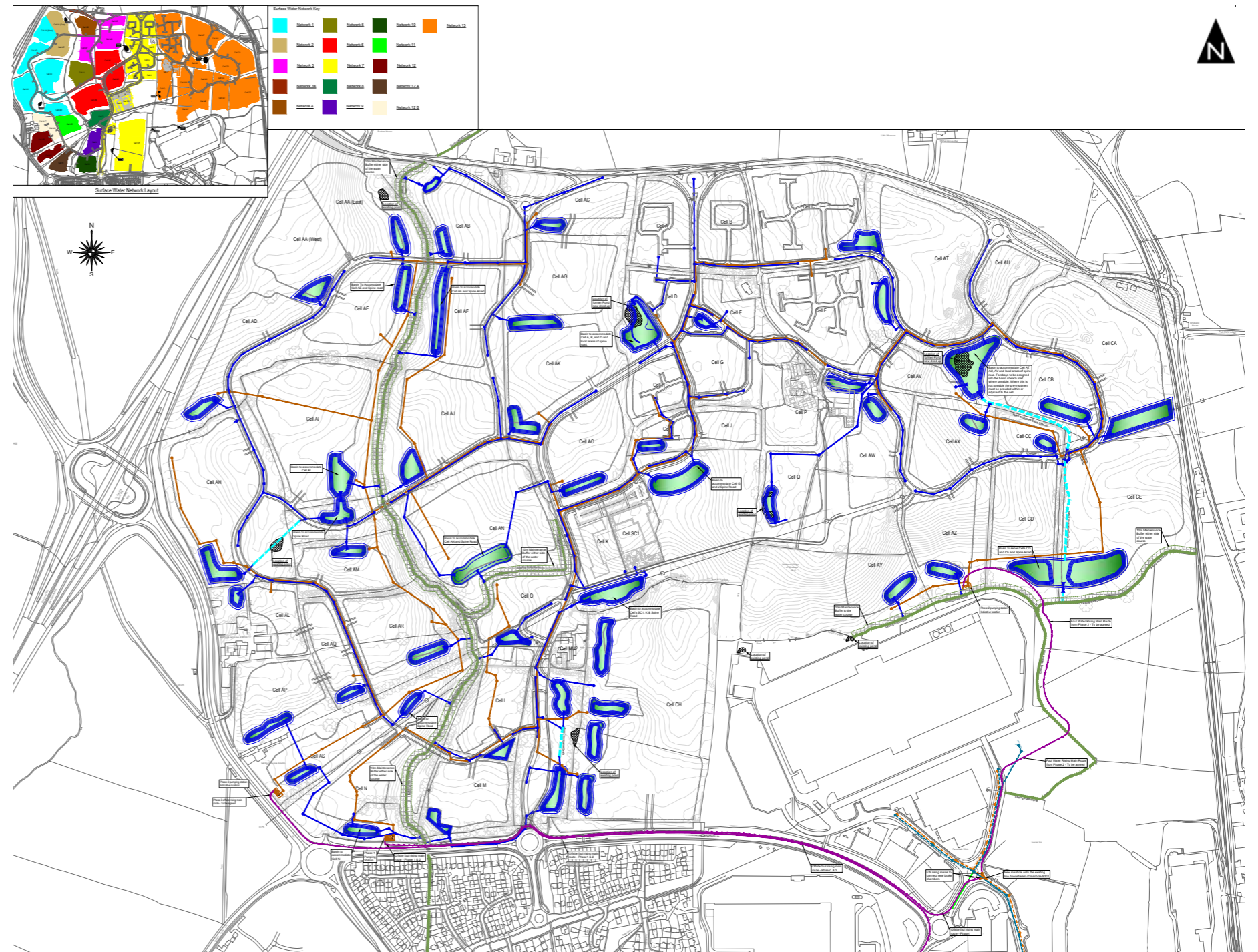
12 TECHNICAL INFORMATION

12.1 Blue Infrastructure

Overall Drainage Strategy

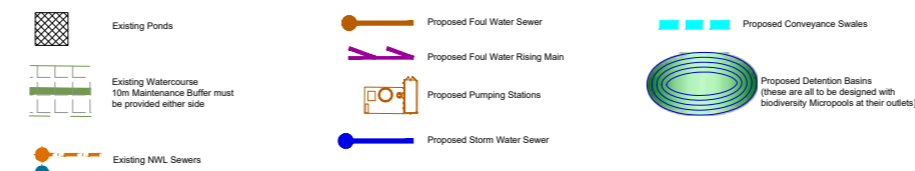
The drainage strategy has influenced the landscape strategy not only through retaining key features such as trees and hedgerows but delivering multi-functional SUDS.

- The surface water drainage has been designed to mimic the existing drainage patterns across the site with connection to the water courses within the site boundary. This has given numerous surface water networks and final discharge locations across the site.
- The surface water flows from the proposed development are to be restricted to the current Greenfield runoff rates from the site calculated using FEH data.
- Detention basins with small areas of shallow permeant water (micro pools) at the outlet from each basin have been designed to accommodate the majority of all volumes across the site. Phase 1 has been designed in detail and will be presented as such in the information to be submitted with the planning application. The remainder of the site; Phases 2 and 3; areas have been assigned for basins which will be designed in the same way to provide micro pools.
- Existing tree lines and hedgerows in many cases informed the locations and shape of many basins across the site to ensure as much of the existing vegetation was maintained. In addition the location and shape of basins have been selected and designed to suit low lying areas or existing pond locations where practicably possible.



Overall drainage strategy plan

Key:



Phase I Drainage Strategy

Phase I will follow the drainage design philosophy as laid out for the overall site albeit being designed in a manner to accommodate phase I and adapted over time as later phases are delivered.

All development cells are intended to be within outline planning and are designed as such with, discharge rates and connection points being specified, basin storage features have been designed in detail allowing 60% impermeable areas from the cells.

The spine road areas are intended to be within detailed planning and again are designed as such with fully modeled and detailed drainage networks including details of the drainage features.

In the respect of catchments the phase is split into two areas:
















1. The topography of the main body of phase I falls towards the water course running from north to south in the western area of the site therefore the drainage systems have been designed to convey the flows to this water body. A number of different networks have been designed to serve this area each with separate connections to the water course. This area includes the following cells; A, B, D, E, G, H, I, J, K, SC1, MUI, L, M, N, O and CH. The foul water from these cells will all drain to the pumping station sited on the southern boundary of cell N.

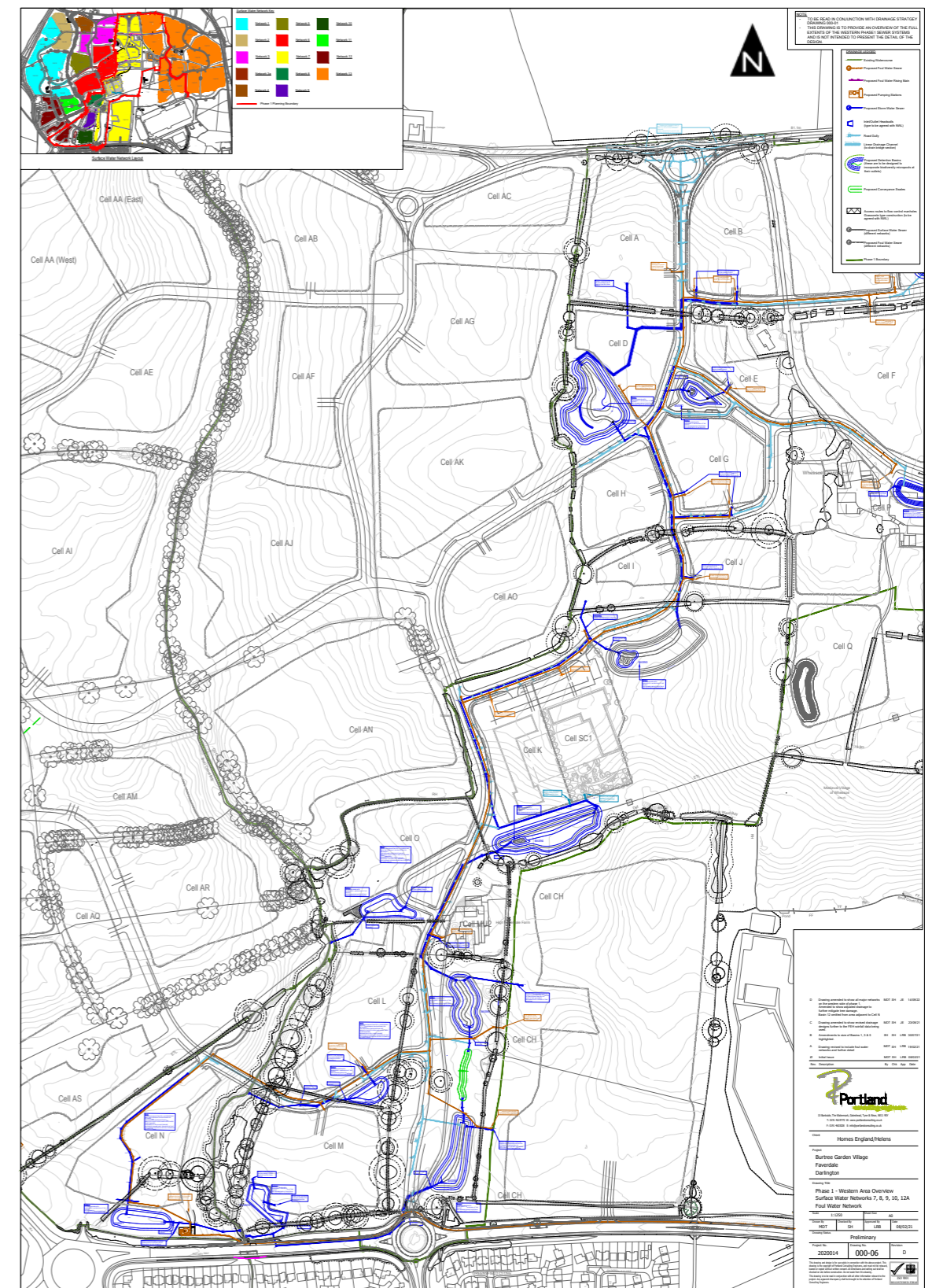
Refer to drawing 000-06 which gives an overview of the drainage system as discussed (surface water networks 7, 8, 9 10 and 12A)

2. The remaining cells within phase I; Cells C, F and Pare sited on land that falls to the east/south east, therefore they have been designed to drain to the south east. A route to the water course on the southern boundary has been designed to carry these cells to their outfall location. As above the foul water from these cells will all drain to the pumping station sited on the southern boundary of cell N.

See drawings 000-11 and 000-12 on the following pages which give an overview of the drainage system as discussed (surface water network 13A)

Key:

-  Existing Watercourse
-  Proposed Foul Water Sewer
-  Proposed Foul Water Rising Main
-  Proposed Pumping Stations
-  Proposed Storm Water Sewer
-  Inlet/Outlet Headwalls (type to be agreed with NWL)
-  Road Gully
-  Bridge Beams
-  Linear Drainage Channel (to drain bridge section)
-  Proposed Detention Basins (these are to be designed to incorporate biodiversity micropools at their outlets)
-  Proposed Conveyance Swales
-  Access routes to flow control manholes Grasscrete type construction (to be agreed with NWL)
-  Proposed Surface Water Sewer (different networks)
-  Proposed Foul Water Sewer (different networks)
-  Phase 1 Boundary



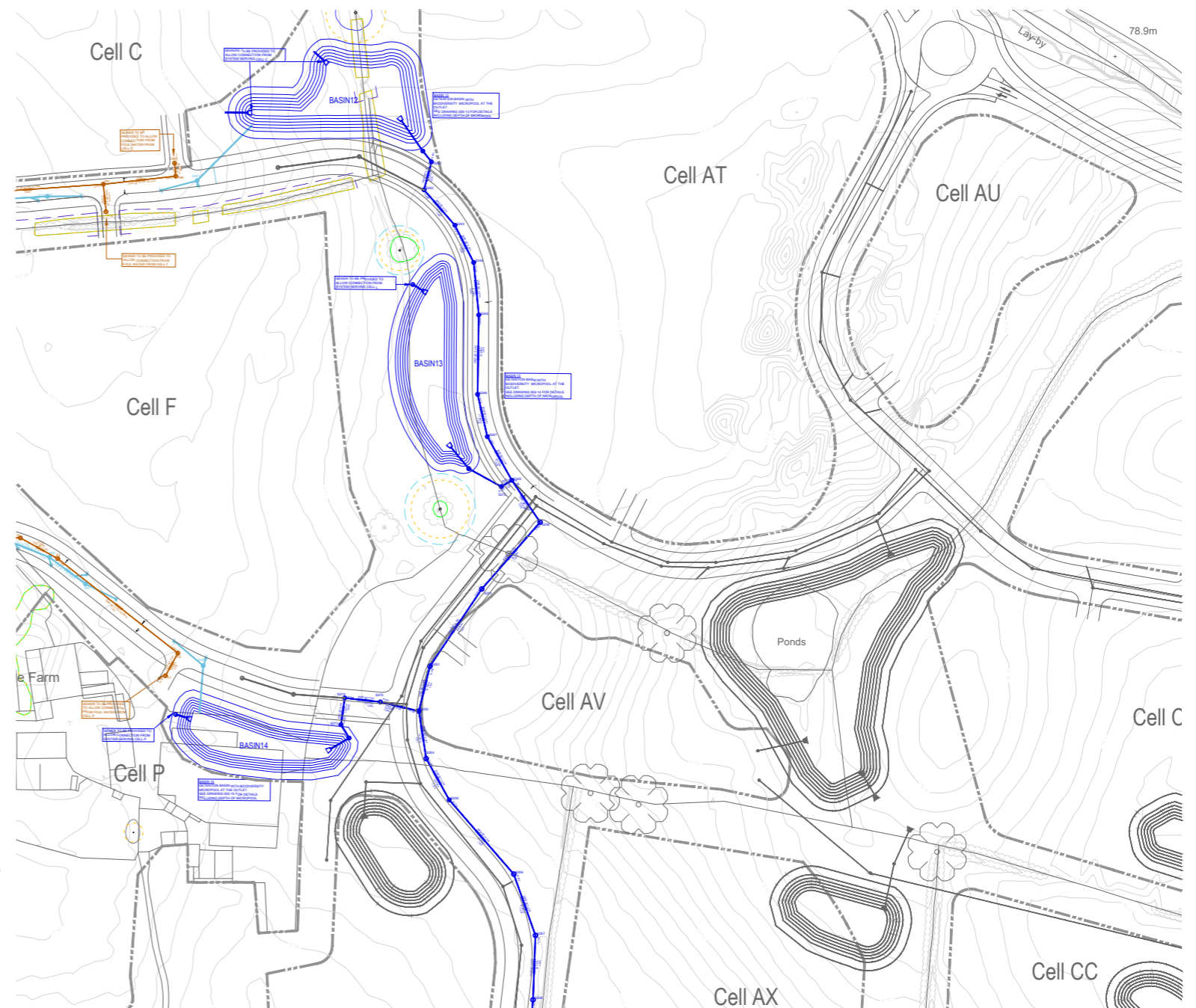
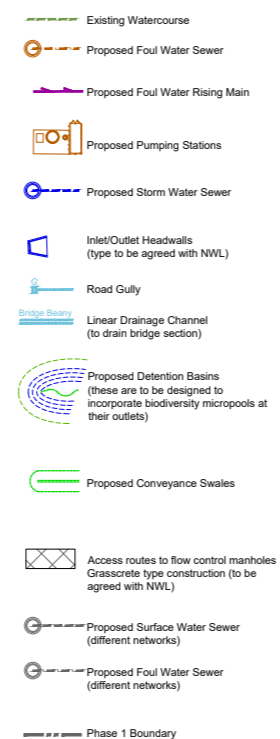
Drawing 000-06 - Phase I drainage strategy plan

Surface Water Treatment

The principal for the treatment of the surface water is to provide a treatment train as follows:

- **Car park areas within commercial cells** - swales or bioretention features are to be utilised to intercept flows at source; permeable paving to be used where space does not allow swales
- **Car parking within residential cells** - permeable paved driveways / parking bays must be provided to all private parking to intercept flows at source
- **Adoptable roads** - traditional trapped road gullies or kerb drains with sump outlets will be utilised
- **Detention basins** - the basins will then provide further treatment of the surface water as the flows pass from each of the cell's features mentioned above or spine road areas to each basin. The designs are such that the flows will pass across the full length of each basin thus maximising the treatment. Micropools provided at the outlet to each basin will reduce the risk of resuspension of sediment for larger storm events whilst also improving water quality performance by concentrating finer sediment

Key:



Drawing 000-11 - surface water network (Cells C, F and P)

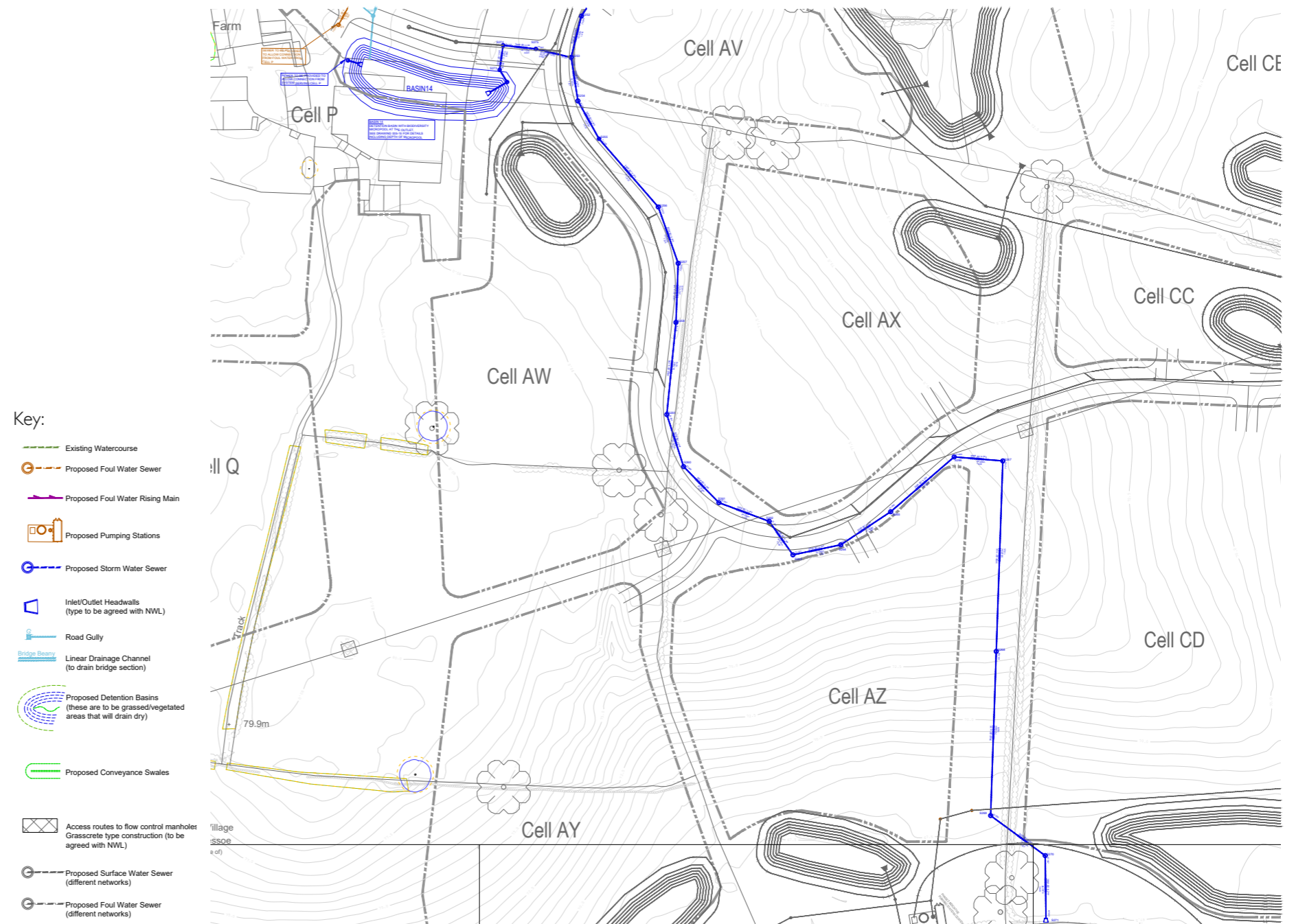
Biodiversity

- Basins will be carefully planted to increase biodiversity of the site
- Wildflower mixes will be used predominantly to vegetate a large proportion of each basin area
- Micropool areas will help to increase the biodiversity of the site by providing varying habitat and more variation to the vegetation as they will be planted with wetland vegetation species

Silt Removal

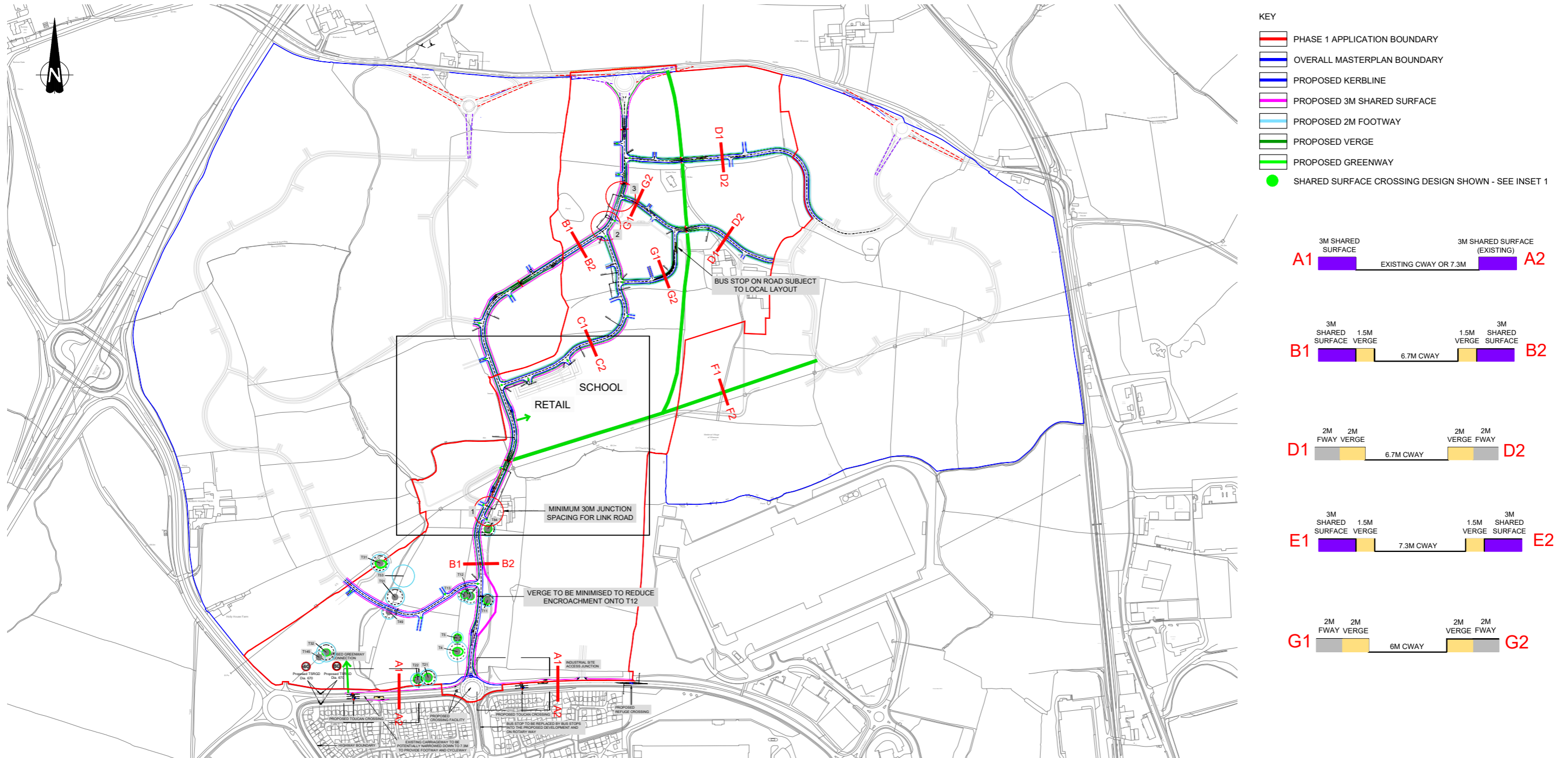
- Permeable paving will reduce the levels of silt that enter the surface water systems from private parking areas
- Trapped gullies and catchpit manholes will be in place to catch silts on adaptable roads and at the outlet from swale or bioretention features
- Forebays are to be utilised in basins where sufficient pre-treatment has not been provided
- Micropools will assist further in sediment control

Portland Consulting have been in consultation with both the LLFA and NWL with regards to surface water and foul designs during the design and development period of both the drainage strategies and detailed designs. The masterplan drainage strategy has been designed in accordance with NPPF and to comply with Local and National Standards; all surface water flows from the development areas are to be restricted to the green field run off rates associated with the area to minimize flood risk on and off site and a consideration for climate change has been included.



Drawing 000-12 - surface water network (Cells C, F and P)

12.2 Highways Proposals

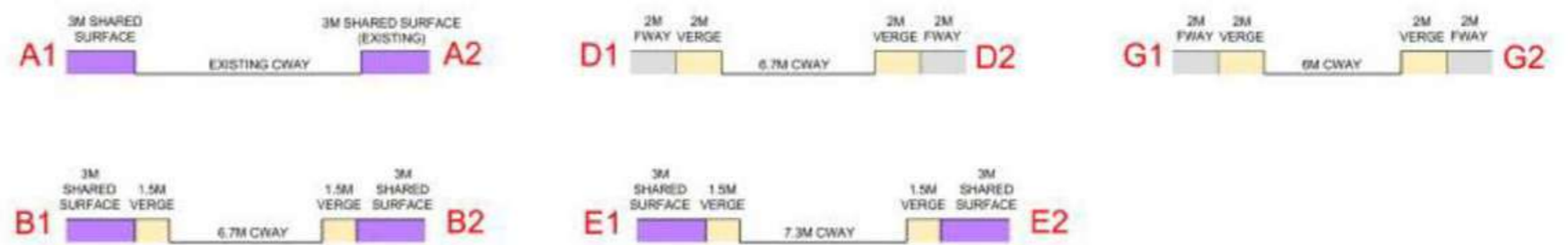
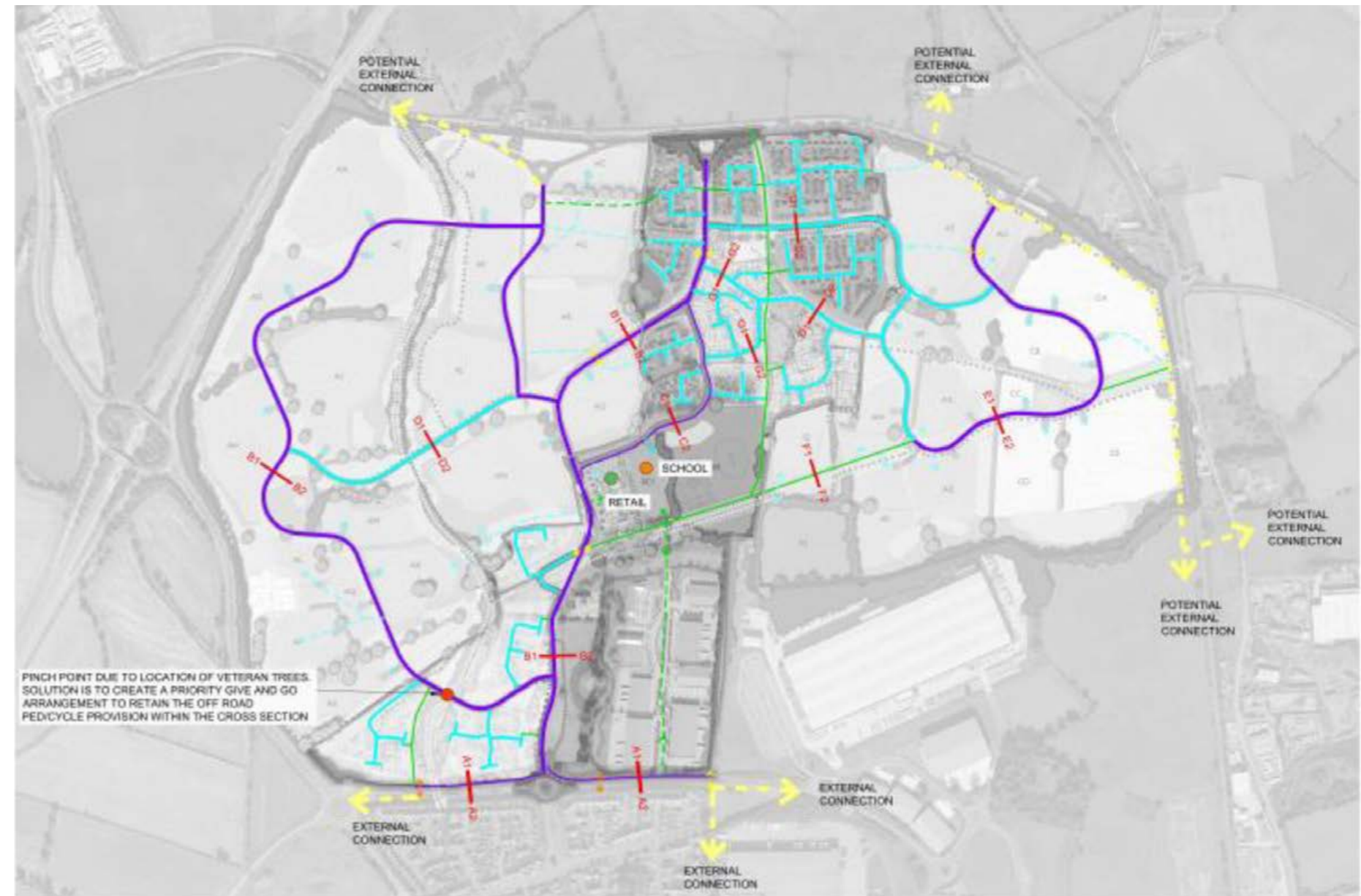


Preliminary road layout plan

Walking and cycling Strategies

- Segregated shared footway/cycleway along the spine roads
- Traffic free greenways for pedestrians & cyclists
- Quiet Streets with Traffic Calming Measures
- Priority Crossings for Pedestrians and Cyclists, e.g Zebra Crossings & Raised Kerbs

This drawing shows the high level walking and cycling strategy for the proposed development. Information contained in this drawing was discussed and agreed with Darlington Borough Council as part of the pre-application discussion. The drawing has been used to inform the development of the proposed site plan & access and movement plan. However, the drawing does not represent the actual proposed walking and cycling provision which are shown in the proposed site plan & the movement and access plan.



12.3 Internal Highways and Parking

Car parking within Burtree Garden Village will be accommodated in a variety of ways to ensure it does not dominate the streetscene, dictate the overall layout or reduce the attractiveness of access by more sustainable means.

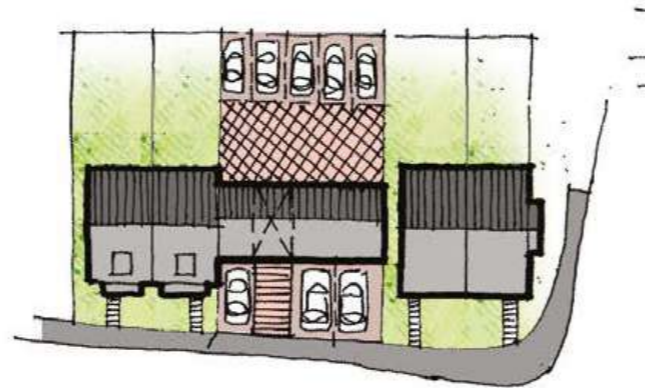
Across Burtree Garden Village car parking may be provided in a number of ways however this will relate to position within the Garden Village.

Overarching requirements include:

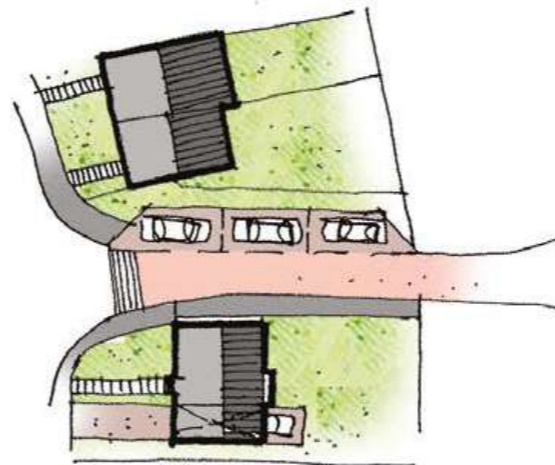
- Accommodate the car within the development without being visually intrusive or compromising pedestrian safety
- Create high quality streets which cater for the car without detracting from the sense of place
- Provide car parking arrangements which are convenient and safe to use, including good pedestrian links to properties they are intended to serve.

Parking typologies

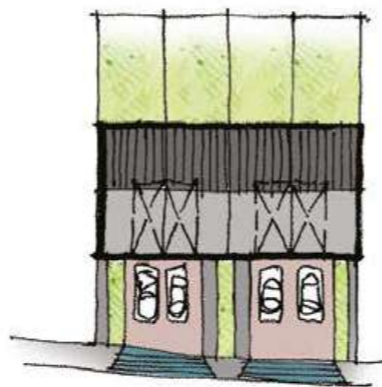
- On plot vehicle parking between dwellings - this will be common arrangement for detached and semi detached dwellings.
- On plot vehicle parking in front of dwellings - This type of parking is generally discouraged as it makes cars clearly visible within the streetscene and is not acceptable on primary frontages.
- Rear access lanes / parking courtyards - This arrangement may be used when creating continuous built frontage e.g. the spine road and in higher density areas.



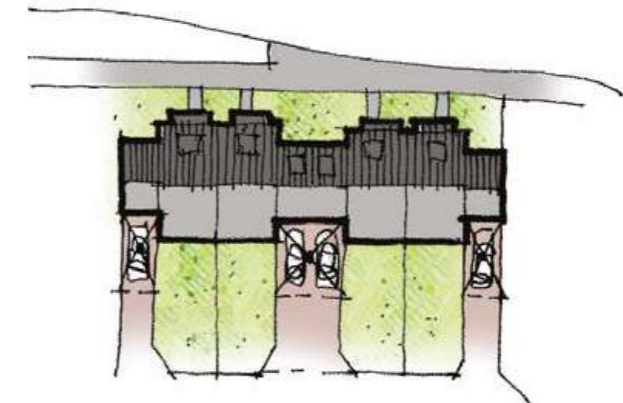
1 OFF PLOT: REAR COURT



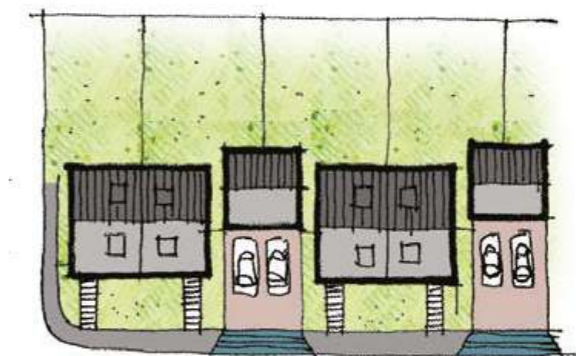
2 ON STREET: IN LINE WITH PAVEMENT



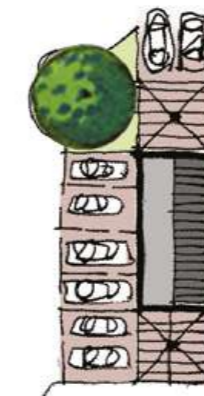
3 ON PLOT: INTEGRAL GARAGE



4 ON PLOT: ATTACHED GARAGE



5 ON PLOT: DETACHED GARAGE (TO FRONT)



6

PARKING BARN



7

THE CARRIAGE ARCH

Garages

The provision of garages must:

- Provide a minimum of 3x6 m internal storage space to park a car and provide space for storage.
- Ensure garages are set back behind the main building line.
- Not dominate the building frontage.

Car Parks

Car parking associated with non residential uses for example in the village gateway area or serving the school will require larger areas to accommodate parking numbers. Car parks will be expected to:

- Utilise high quality hard landscape with tree planting to soften visual impact of parked cars.
- Be safe , well overlooked and located close to the facility or amenities it serves.



Precedent image showing car park in garages set back behind building line

Electricity Charging Points

The draft Local Plan and Policy IN4 requires every new residential property which has a garage or dedicated marked out residential car parking space within its curtilage to include an electrical socket suitable for charging electric vehicles. Non residential development creating over 50 parking spaces should provide at least one double electric vehicle charge point. For each additional 50 parking spaces one double charging point should be provided.

Electric Vehicle charging provision must:

- Be provided at each residential unit of single occupancy or a 'charger ready' parking area must be provided making it possible to install a charger in the future.
- Provide electric charging vehicle points at a ration of 1:50 for non residential uses as per policy IN4.



Example showing how grass crete and soft landscaping can be used to soften car parking and provide a permeable surface

Cycle Parking and Storage

To encourage cycle use, sufficient secure cycle parking and storage must be provided throughout Burtree Garden Village and should allow for the following:

- For all new residential dwellings provide covered lockable and secure space for cycles based on the following ratio:

1&2 bed dwellings - 2 spaces

3 bed dwellings - 3 spaces

4 bed dwellings - 4 spaces

- Be easily accessible via an unobstructed footpath; and
- Be conveniently located within the curtilage of apartments.

Requirements for employment, shops and other non residential uses:

- Covered short and long term cycle parking provided in convenient locations.
- Short and long term cycle parking provided within 30 m walking distance of a main building entrance.
- Be well integrated into the design of the public realm.



Example of cycle parking stands

At this stage the development layout is not finalised, therefore the indicative layout provided has been considered. In order to protect residential amenity, mitigation to reduce noise impact from road and rail traffic, as well as the employment areas, will be considered.

In the first instance, increasing the distance between noise sources and residential areas can be explored. This could be useful to ensure both housing and employment are not in conflict with each other, specifically when using the same road network. Where this is not feasible, or the setback distance does not provide enough attenuation, noise barrier and/or orientation of dwellings will be a key consideration.

Placing gardens on the screened side of the dwelling, away from the noise source, for example the shared road network, is a proven solution to protecting outdoor amenity and would be required were dwellings are close to noise sources.

To ensure required amenity levels are met and the noise environment is appropriately considered alongside design and place making considerations, a detailed noise mitigation strategy will be developed for Phase 3 when more detailed proposals are submitted. this strategy will consider the use of measures such as bunds, acoustic fencing and buffer planting in combination with good design principles around plot location and building orientation. For internal

spaces, locating habitable rooms on the facade away from the noise source can be explored. Should this not be viable, façade mitigation can be designed to reduce noise ingress. This façade mitigation would include the specification of glazing and alternative means of ventilation, to that of an open window, to achieve internal noise guideline levels. Only sensitive rooms nearest to the noise source are likely to require mitigation, with dwellings further into the site being screened by the building massing of the development.

From the start, and as the masterplan develops, we are happy to review and discuss the layout options to ensure that good acoustic design is embedded within the development layout from the outset.



12.5 Sustainable Design and Energy Efficiency

- **Climate resilient development - Development within Burtree Garden Village will seek to make best possible use of passive design approaches to optimise the internal comfort of buildings. Coupled with extensive green infrastructure, these will in turn help to manage external comfort by managing air flows, temperature and shade.**
- **Low carbon energy - Development at Burtree Garden Village will promote low carbon energy technologies and embrace the transition to electric vehicles.**
- **Integrated water management – the development will adopt best practice approaches to rainwater management both in plot and within the public realm with for example the extensive use of swales.**
- **Construction and Material use - The development will take into consideration the whole life cost and embodied carbon of all building materials to encourage innovated and sustainable use of natural resources.**

Emissions reductions and clean energy are at the heart of the Faverdale Burtree Garden Village design philosophy to ensure that residents have low carbon homes with manageable running costs. In June this year Building Regulations were updated (Part L 2021) to ensure that new homes will produce 31% less carbon dioxide in use than homes built under the previous 2013 regulations. In 2025/2026 the regulations are due to tightened further still to meet the governments 'Future Homes Standard' (FHS) which will become the long-term standard for zero carbon ready homes. The FHS is expected to mandate a c.80% reduction over the 2013 regulations which will increase to 100% as the electricity network decarbonises enroute to net zero in 2050.

Most of the homes within the garden village will be built out under the more stringent standards, but to ensure the best homes possible, those built out before the more stringent requirements are in place are still proposed to exceed the nominal standards for fabric efficiency specified in Part L 2021 by at least 5% as well as to be fitted with low carbon heat pumps rather than gas boilers. In fact, no gas will be supplied at all to the site and all dwellings, community buildings and workplaces will be heated using green technologies which in most cases will comprise of either ground or air source heat pumps.

In addition, those dwellings built post 2025 under the full FHS will include solar PV, waste water heat recovery, low carbon heating and a further improved specification. Sustainable specification requiring orientation and or roof design will be considered in terms of facign roofs for solar panels/gain during the RM application stage and in line with LA policy at the time of submission.

In summary the energy strategy for the Garden Village can be broken down as follows:

Dwellings built pre 2026 (c. 255 in number):

- High levels of fabric to exceed current building regulations (c. 5% improvement over Part L 2013)
- Air source heat pump

Dwellings built post 2026 (c.495 in number):

- Very high levels of fabric efficiency (c. 20% improvement over Part L 2013)
- Solar PV with hot water diverter or solar thermal
- Heat pump (air or ground)
- Waste water heat recovery

Commercial and public buildings

- Fabric levels to suit end use and meet the Future Buildings Standard (FBS)
- Solar PV where appropriate including on the school
- Electrical space heating, most likely via heat pumps.





13 APPENDICES

13.1 Infrastructure Phasing Plan

Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	14+
Indicative Trajectory		45	90	120	120	120	90	85	60	20					
Burtree GV Access Road - Infrastructure Phase 1															
Burtree Garden Village Access Road (BGVAR)															
BGAR – Pedestrian and Cycle shared route and crossings.															
Phase 1 - Temporary Stopping Up of BGAR															
Infrastructure Phase Haulage/Construction Route															
Landscaping, Public Open Space, Drainage, Green and Blue Infrastructure - BGVAR Infrastructure Phase - Phase 1															
Foul and Surface Drainage Infrastructure for BGVAR Infrastructure Phase.															
General hard and soft landscaping – BGVAR Infrastructure Phase															
Burtree Village Park (excluding the school sports pitch)															
Northern Village Green															
Rotary Way Village Gateway															
Burtree Lane Northern Gateway (landscaping)															
Transport Infrastructure - Cars, Buses, Walking, Cycling - Phase 1 (post Infrastructure Phase)															
Diverted Bus Route (Phase 1)															
BGAR – Phase 1 Bus Stop Provision to accommodate Diverted Bus Route.															
Traffic free cycleways (greenway)															
Wider segregated cycleways LTN1/20															
Re-alignment of existing public right of way															
Off-Site Toucan Crossings and footway/cycleway– Rotary Way															
Off-Site – Pedestrian connection improvements – Elm Tree Street															
Development Cells – Quiet Streets															
Infrastructure associated with residential, community and/or employment cells - Phase 1															
SUDS ponds associated with residential, or community uses and not delivered as part of the identified BGVAR infrastructure phase of works.															
Miscellaneous hard and soft Landscaping associated with or within development cells															
Neighbourhood Centre & Community Facilities -Phases 2 & 3															
* Neighbourhood Centre - Retirement Village – Cell K															
* Neighbourhood Centre – Retail/Health – Cell K															
* Neighbourhood Centre – Public House – MU2															

Neighbourhood Centre - Primary School and Nursery- SC1 (and associated playing pitch)															
# Local retail Shops – Cell G															
Community Spaces/ Incubator Units/ Community Garden– Whessoe Grange Farm – Cell P															
Community Hall – Cell E															
*Applicants/landowners will explore opportunities to deliver these items at the earliest opportunity but delivery will be dependant on critical mass of residential development and interest from occupiers/operators. #Smaller scale retail units will be considered in reserved matters applications for cell G but occupation may be dependant on interest from occupiers/operators															
Transport Infrastructure - Cars, Buses, Walking, Cycling - Phase 2 & 3															
Highways modelling and securing contributions toward any mitigation on the highway network/SRN															
Payment of contributions toward highways/SRN mitigation - dependent on future housing delivery timing (TBC)															
Addition to BGVAR route in phase 3 from BGVAR to Burtree Lane. Comprising re-diverted principal BGVAR route north of cell AO (indicative)															
Phase 2 & 3 bus stop provision within the subsequent eastern and western phases of the allocation															
Diverted Bus Route (Phase 2/3)															
Phase 2- Greenway															
Wider segregated pedestrian and cycleways LTN1/20 (Phases 2 and 3)															
Aspirational - Potential eastern pedestrian cycle route to connect with Darlington Borough Council Leisure/Bicentennial route (phase 2).															
Aspirational – Potential western pedestrian and cycle route connecting to Burtree Lane roundabout (Phase 3)															
Aspirational - potential delivery of Park and Ride or similar at Stockton and Darlington Railway station (phase 2).															
Landscaping, Public Open Space, Drainage, Green and Blue Infrastructure - BGVAR Infrastructure Phase - Phases 2 & 3															
Foul and Surface Drainage Infrastructure for Phases 2 and 3– replacing temporary drainage infrastructure across phase 2 land.															
Sports Pitch (associated with Primary School) in Burtree Village Park -Phase 2.															
Nature Reserve – Phase 2															
Infrastructure associated with residential , community and/or employment cells - Phases 2 & 3															
SUDS ponds associated with residential, employment or community uses – Phases 2 and 3															
Miscellaneous hard and soft Landscaping associated with or within development cells – Phases 2 and 3															

H11 – Greater Faverdale – Burtree Garden Village Infrastructure Phasing Plan

Infrastructure ¹	Description	Delivery Organisation	Delivery Mechanism	Anticipated Timing
Burtree Garden Village Access Road – Infrastructure Phase – Phase 1				
Burtree Garden Village Access Road (BGVAR)	The link road identified within Policy H11 and the Darlington Infrastructure Delivery Plan comprising a new access/link road (6.7m carriageway) connecting the existing roundabout at Rotary Way to a new roundabout access at Burtree Lane to the north. Access roads and residential development cell spurs for future development to the east and west and a bridge over the existing beck to the west (between Cells M and N)	Landowners/Master developer	Secured in detail via a full planning consent to enable up front delivery during the infrastructure phase up. Delivery secured via planning condition if necessary.	c.12 month construction programme for 'infrastructure phase' incorporating Highways, Landscaping, SuDS, Sustainable movements commencing upon Ph1 Hybrid planning permission being secured.
BGAR – Pedestrian and Cycle shared route and crossings.	Segregated/shared pedestrian and cycle route associated with the BGAR. 3m shared surface either side of the carriageway and 1.5 m verge. Crossings in BGAR where identified on plan (2 no zebra crossings).	Landowners/Master developer	Secured in detail via a full planning consent to enable up front delivery during the infrastructure phase up. Delivery secured via planning condition if necessary.	c.12 month construction programme for 'infrastructure phase' incorporating Highways, Landscaping, SuDS, Sustainable movements

¹ For all infrastructure where associated lighting is required it is assumed to be included in the delivery of that infrastructure.

				commencing upon Ph1 Hybrid PP being secured.
Phase 1 - Temporary Bus Gate (if necessary)	Whilst highways modelling does not demonstrate this to be necessary, there is the potential to install a bus gate to manage the flow of through traffic. This would likely to comprise appropriately designed bollards/landscape features and installed south of Cell A. Cells ABCF would access via Burtree Lane with remaining cells accessed from the South (Rotary Way). To be removed once wider Local Plan infrastructure improvements have taken place (by third parties) to accommodate through traffic.	Landowners/Master developer/DBC?	Final details and timeframe for installation/ removal of associated infrastructure to be secured by planning condition. Once adopted, DBC to be responsible for removal of bus gate within agreed timeframe.	Secured by Ph1 hybrid PP.
Infrastructure Phase Haulage/Construction Route	Temporary construction access for Phase 1 infrastructure phase, utilising the existing farm track from Burtree Lane southwards toward Whessoe Grange Farm before becoming part of the wider pedestrian and cycle	Landowners/Master developer	Secured via a Construction Management Plan (condition)	Required for early part of Ph1 delivery, timing to be managed by condition of Ph1 PP.

	infrastructure once the site is operational			
Off-Site Toucan Crossing No 1 – Rotary Way – South of Cell M	1 no Toucan Crossing to link proposed residential development, to the existing highway network.	Landowners/Master developer/End developers as appropriate as part of Infrastructure Phase.	Grampian condition or planning obligation for S278 works.	Undertaken as part of/alongside Infrastructure Phase.
Transport Infrastructure – Cars, Buses, Walking and Cycling – Wider Phase 1 (post Infrastructure Phase)				
Diverted Bus Route (Phase 1)	Relocated bus route, likely the No 19 Arriva Service to serve Phase 1	Landowners/Master developer	Planning condition/obligation	Upon completion of BGVAR and triggered by agreed occupation levels.
BGAR – Phase 1 Bus Stop Provision to accommodate Diverted Bus Route.	Approximately 7 no bus stops, inclusive of 2 no bus stops on Rotary Way to serve the Proposed Development via the re-directed No 19 Arriva Bus Service.	Landowners/Master developer	Planning condition to secure location, design and timing of bus stop delivery. Likely to match completion of residential cells.	Upon completion of BGVAR and triggered by agreed occupation levels.
Traffic free cycleways (greenway)	Cycle route connecting residential areas to the Neighbourhood Centre, School and other community areas. From south west following green routes identified within the Local Plan and landscaped routes northwards toward Burtree Lane. Future linkages to the west (PROW) and east (green infrastructure route)	Landowners/Master developer/End developers as appropriate.	Planning condition to secure timing of delivery with regard to requirements for a construction management plan and in accordance with approved landscaping plans.	Undertaken as part of Ph1 with detailed timing specified by condition where conflicts exist with construction traffic.
Wider segregated cycleways LTN1/20	A cycleway network designed to the principles of LTN1/20 will be	Landowners/Master developer/End developers as appropriate.	To be delivered in accordance with approved plans, secured by planning condition.	As required in relation to sequential release of development cells.

	incorporated throughout the site			
Re-alignment of existing public right of way	To match proposed BGAR zebra crossing location and follow southbound route to Rotary Way.	Landowners/Master developer – as part of Infrastructure Phase.	To be secured by planning condition and subject to stopping up/diversion processes.	Undertaken as part of Ph1 Infrastructure Phase.
Off-Site Toucan Crossing No 2 – Rotary Way – South of Cell CH	1 no Toucan Crossing to link proposed employment development/ Cell CH to the existing highway network	Landowner (DBC)/developer of Cell CH – At a later date and post Infrastructure Phase.	Planning condition or planning obligation for S278 works.	In accordance with the delivery of Cell CH.
Off-Site – Pedestrian connection improvements – Elm Tree Street	To enable access to the east of the railway line via the Faverdale Black Path and Elm Tree Street [details in Transport Assessment]	Landowners/Master developer	Planning condition or planning obligation for S278 works	Undertaken after the Infrastructure Phase with an agreed trigger point.
Development Cells – Quiet Streets	Pedestrian and vehicular routes within and between residential and non-residential development cells	End developers of each cell and associated use.	Delivered in accordance with approved plans. Necessary to connect development cells with vehicular and sustainable movement networks. Controlled by conditions as required.	As required in relation to sequential release of development cells.
Transport Infrastructure – Cars, Buses, Walking and Cycling – Phases 2 & 3				
Additional infrastructure in phase 3 associated with Burtree Garden Village Access Road (BGVAR). Re-directed principal BGVAR route north of cell AO (phase 3).	A fully functional form of strategic infrastructure will be delivered in phase 1 to complete the route of the BGVAR, albeit with a point closure until an appropriate point to be agreed with DBC highways. This route includes the BGVAR passing	Landowner/Master developer	Subject to planning consent and development phasing in future planning applications. See highways/transport assessment requirements below which would be required to justify further development.	In line with Phase 3 applications.

	<p>adjacent to the Local Centre and School.</p> <p>Whilst it is recognised that if Phase 1 infrastructure was retained it would provide an adequately designed primary through route. To enhance design, Phase 3 is envisaged to deliver an additional element to the route of the BGVR which loops to the north of cell AO. This could not be delivered in phase 1, with the initial route for the BGVAR passing adjacent to the school and Local Centre. Upon the completion of the route north of Cell AO, the Phase 1 stretch of the BGVAR adjacent to the school would become a secondary route to reflect its passage adjacent to the Local Centre.</p>		<p>Environmental constraints including tree RPAs would be a factor in finalising the route.</p>	
<p>A consideration of impact upon the Highway network and Strategic Road Network – Phases 2 and 3</p>	<p>As indicated by Policy H11, any development beyond that permitted to 2036 would require a review of impact upon infrastructure, including highways infrastructure. Assessment</p>	<p>Landowner/Developer (and technical consultants) to work with DBC and National Highways to assess the impact and conclude any proportionate mitigation</p>	<p>Subject to modelling being concluded to better understand the impact on the A66 and J58 of the SRN, if necessary, a planning obligation could secure any necessary and proportionate</p>	<p>Undertaken in preparation and determination of Phase 2 and/or Phase 3 planning applications i.e. any subsequent</p>

	will be necessary to understand the cumulative impact of development on the highway network at the A66 and the Strategic Road Network at Junction 58 of the A1 (M) and whether any junction improvements or other forms of mitigation are required to accommodate further development.	requirements for later phases.	financial contributions. The methodology and scope of modelling including any other future development proposals to be included in any cumulative developer contribution model would be agreed DBC and National Highways in preparing the Transport Assessment for the relevant planning application.	planning applications post phase 1.
Phase 2 & 3 bus stop provision within the subsequent eastern and western phases of the allocation.	Circa 2 no bus stops in phase 2 (east) and circa 4 no bus stops in phase 3 (west) to accommodate new bus services which potentially comprise both Arriva No1 and No 19 bus services (final details to be secured at the point of delivering phases 2 and 3 respectively).	Landowners/Master developer/End developers as appropriate.	Conditioned details for design, location and timing of delivery. Conditional on a future planning consent for associated phase of development.	As required with respect to specific requirements of Ph2 & Ph3 proposals.
Diverted Bus Route (Phase 2/3)	As per Phase 1 diverted bus services into new parts of the site. Assumed Arriva Bus Services No1 and No 19.	Landowners/Master developer	Planning condition/obligation for associated planning consent for that phase.	As required with respect to specific requirements of Ph2 & Ph3 proposals.
Phase 2- Greenway	Continued route of the Phase 1 Greenway as per the local plan route, linking to Phase 2 pedestrian and cycle	Landowners/Master developer/End developers as appropriate	Planning condition on future planning consent for phase 2 to secure timing of delivery in accordance with approved	As required with respect to specific requirements of Ph2 & Ph3 proposals.

Wider segregated pedestrian and cycleways LTN1/20 (Phases 2 and 3)	A pedestrian and cycleway network designed to the principles of LTN1/20 will be delivered throughout later phases linking to phase 1 shared pedestrian/cycle infrastructure, greenway and PROW (Phases 2 and 3)	Landowners/Master developer/End developers as appropriate	To be delivered in accordance with approved plans, secured by planning condition on future planning consents for Phases 2 and 3.	As required with respect to specific requirements of Ph2 & Ph3 proposals.
Aspirational - Potential eastern pedestrian cycle route to connect with Darlington Borough Council Leisure/Bicentennial route (phase 2).	Reliant on third party delivery of Bicentennial walking and cycling route (leisure route) along the route of the Stockton and Darlington Railway. If third party route delivered, the potential to connect later phases of the allocation may be explored.	DBC. Or Landowner/Master Developer/End Developer dependant on timing.	If achievable. Stand-alone planning application informed by the site wide masterplan. Or planning condition associated with a Phase 2 planning consent.	Aligned with Bicentennial leisure route proposal. Or, as part of phase 2 delivery.
Aspirational – Potential western pedestrian and cycle route connecting to Burtree Lane roundabout (Phase 3)	Depending on the delivery of improvement works to the Burtree Lane roundabout, pedestrian and cycle connections to new infrastructure at Burtree Lane could be explored in due course.	Potentially Landowner/Master developer/ end developers as appropriate albeit reliant on Darlington Borough Council to deliver off-site infrastructure.	If achievable, stand-alone planning application informed by the site wide masterplan. Or, planning condition associated with a Phase 3 planning consent.	Part of Ph3 proposals.
Aspirational - potential delivery of new rail halt and/or Park and Ride (phase 2).	Subject to third party plans and funding for expansion of passenger services on the Stockton and Darlington Railway. Park and Ride options to be explored based on transport requirements	3 rd party/Landowner/Master developer/ end developers as appropriate, albeit reliant on third parties to deliver off-site infrastructure.	If achievable stand-alone planning application. Or, planning condition associated with a Phase 2 planning consent.	If achievable, as part of Ph2 development proposals.

	when Ph2 applications are brought forward			
Landscaping, Public Open Space, Drainage, Green and Blue Infrastructure –Infrastructure Phase - Phase 1				
Foul and Surface Drainage Infrastructure for BGVAR Infrastructure Phase.	Foul and Surface (SUDS) features to accommodate Phase 1 infrastructure and the core of the drainage strategy which later residential, employment, community development will connect into.	Landowners/Master developer	Secured in detail via a full planning consent to enable up front delivery during the Infrastructure Phase. Delivery secured via planning condition if necessary.	Undertaken as part of Ph1 Infrastructure Phase.
General hard and soft landscaping – BGVAR Infrastructure Phase	Miscellaneous landscaped areas associated with the boundary of the infrastructure phase. These will be linked to wider pedestrian/cycle routes, verges and areas of connectivity between cells, Contributions toward biodiversity enhancement included.	Landowners/Master developer	Secured in detail via a full planning consent to enable up front delivery during the infrastructure phase up. Delivery secured via planning condition if necessary.	Undertaken as part of Ph1 Infrastructure Phase.
Burtree Village Park (excluding the school sports pitch)	The principal area of formal public open space in Burtree Garden Village. Contributions toward biodiversity enhancement and provision play spaces/play equipment the wider Phase 1 site delivers new homes.	Landowners/Master developer	Secured in detail via a full planning consent to enable up front delivery during the infrastructure phase up. Delivery secured via planning condition if necessary. Details of play equipment/play areas to be clarified via planning condition.	Undertaken as part of Ph1 Infrastructure Phase.

Northern Village Green	Whessoe Village green is a central space on the journey into Burtree Garden Village from Burtree Lane. Contributions toward biodiversity enhancement.	Landowners/Master developer	Secured in detail via a full planning consent to enable up front delivery during the infrastructure phase up. Delivery secured via planning condition if necessary.	Undertaken as part of Ph1 Infrastructure Phase.
Rotary Way Village Gateway	A wide area of green space is positioned on the eastern side of the spine road when entering the site from the south via Rotary Way. Contributes to biodiversity enhancement and provides a buffer toward employment land to the east.	Landowners/ End developer	Secured in detail via a full planning consent to establish place making principles. Delivery secured via planning condition if necessary.	Delivery alongside delivery of Cell O anticipated early in the sequence of development
Burtree Lane Northern Gateway (landscaping)	In addition to roundabout infrastructure delivered with the BGVAR, landscaping at the roundabout on the northern gateway and on the highway verges will provide the opportunity to integrate this road infrastructure with Burtree Lane retaining a semi-rural character. Contributes toward biodiversity enhancement.	Landowners/Master developer	Secured in detail via a full planning consent to enable up front delivery during the infrastructure phase up. Delivery secured via planning condition if necessary.	Undertaken as part of Ph1 Infrastructure Phase.
Landscaping, Public Open Space, Drainage, Green and Blue Infrastructure – Phases 2 and 3				
Foul and Surface Drainage Infrastructure for Phases 2 and 3.	SUDS and drainage infrastructure associated with the site wide drainage	Landowners/Master developer/End developers as appropriate.	Secured via future planning consents for Phases 2 and 3.	As required with respect to specific

	strategy. For the avoidance of doubt the current design is not intended to be linked into existing SRN drainage systems associated with the A1. Any change in strategy which could change this would be discussed with National Highways and their consultants.			requirements of Ph2 & Ph3 proposals.
Nature Reserve – Phase 2	An area of biodiversity enhancement located south east of Burtree Village Park.	Landowners/Master developer/End developers as appropriate.	Details approved via Phase 2 planning application and/ or as part of a biodiversity net gain strategy for Phase 1. The Nature Reserve will contribute toward BNG requirements across the wider masterplan.	As required with respect to specific requirements of Ph2 & Ph3 proposals.
Landscape strategy improvements within the vicinity of the existing water course – Phase 3	Landscape strategy improvements and biodiversity enhancements within the green infrastructure route established by the existing water course.	Landowners/Master developer/End developers as appropriate.	Details to be approved as part of the phase 3 planning application and secured by condition as necessary.	As required with respect to specific requirements of Ph3 proposals.
Landscape Bund adjacent to A1 – Phase 3	Landscaped mitigation between the A1 and proposed development as required by Policy H11.	Landowners/Master developer/End developers as appropriate.	Details to be approved as part of the phase 3 planning application and secured by condition as necessary.	As required with respect to specific requirements of Ph2 & Ph3 proposals.
Infrastructure associated with residential, community and/or employment cells - Phase 1				
SUDS ponds associated with residential, employment or community uses and not delivered as part of the	To be delivered separately and following core infrastructure associated	Landowner and/or end developer.	Some SUDS details beyond the BGVAR infrastructure phase of Phase 1 will be approved in detail as part of the Phase 1	Delivery alongside specific development cells as required.

identified BGVAR infrastructure phase of works.	with the BGVAR infrastructure phase.		<p>planning application to demonstrate a joined up approach to green and blue infrastructure but delivered separately to the infrastructure phase. Phasing to be secured by condition.</p> <p>In one instance it is necessary for SUDS basins 7 and 11 to remain in outline within the phase 1 planning application and would be approved via reserved matters by the end developer.</p>	
Miscellaneous hard and soft Landscaping associated with or within development cells	All general hard and soft landscaping beyond the identified BGVAR infrastructure phase and associated with/within residential, employment or community development cells. This will assist in ensuring pedestrian and cycle connectivity between cells and contribute toward biodiversity enhancement.	Landowner and/or end developer.	<p>Landscaping beyond development cell boundaries will typically be approved in detail by the Phase 1 planning application but delivered separately to the infrastructure phase and in this instance likely by the end developer for that cell. Phasing to be agreed by condition.</p> <p>Hard and soft landscaping within outline development cells will be approved via future reserved matters submissions and delivered by</p>	Delivery alongside specific development cells as required.

			the end user/developer of that cell.	
Infrastructure associated with residential, community and/or employment cells - Phases 2 and 3				
SUDS ponds associated with residential, employment or community uses – Phases 2 and 3	Where SUDS are required for individual development cells and not delivered as part of the central drainage strategy.	End developer	To be approved and secured by future planning consents and conditions for Phases 2 and 3.	As required with respect to specific requirements of Ph2 & Ph3 proposals.
Miscellaneous hard and soft Landscaping associated with or within development cells – Phases 2 and 3	All hard and soft landscaping associated with Phase 2 and 3 development cells i.e., those beyond core areas such as key pedestrian and cycle routes, nature reserve and the greenways.	End developer	To be approved and secured by future planning consents and conditions for Phases 2 and 3.	As required with respect to specific requirements of Ph2 & Ph3 proposals.
Neighbourhood Centre & Community Facilities – Phase 1				
Neighbourhood Centre - Retirement Village – Cell K	Retirement living and/or extra care as part of a wider mix of uses within Cell K and the Neighbourhood Centre. To enable residents to benefit from ease of access to Neighbourhood Centre.	End developer	Details of the design, layout, scale, landscaping and appearance of the retirement/extra care provision and parking would be approved via reserved matters.	On establishment of a sense of place through delivery of Infrastructure Phase and early residential cells. Delivery in response to demand.
Neighbourhood Centre – Retail/Health – Cell K	Ground floor active frontage units below or associated with the retirement development, predominantly identified for retail or other class E uses, however, these spaces could also accommodate the requisite health centre.	End developer	Details of the design, layout, scale, landscaping and appearance of the retail/health units and parking/delivery arrangements would be approved via reserved matters.	Delivery in response to demand or upon agreed trigger secured by condition or planning obligation.

Neighbourhood Centre – Public House – MU2	A public house/eatery and associated parking on the site of High Faverdale Farm.	End developer	Details of the design, layout, scale, landscaping and appearance of the public house/eatery and parking/delivery arrangements would be approved via reserved matters.	Delivery in response to demand or upon agreed trigger secured by condition or planning obligation.
Neighbourhood Centre - Primary School and Nursery– SC1 (and associated playing pitch)	2 form entry primary school and nursery.	End developer	Land reserved as part of Ph1 Hybrid PP (outline element). Details of the design, layout, scale, landscaping and appearance of the school/nursery and parking/delivery arrangements would be approved via reserved matters.	Delivery in response to agreed trigger for identified need secured by condition or planning obligation if required (DBLP 2022 anticipates demand post 2036)
Sports Pitch (associated with Primary School) in Burtree Village Park -Phase 2.	Sports Pitch provision associated with the delivery of the Primary School rather than the wider Burtree Village Park.	End developers for the school as appropriate.	Details to be approved via reserved matters for outline uses identified in Phase 1. Delivery timescales and/or triggers will reflect conditions or obligations for the associated primary school.	Delivery in response to agreed trigger for identified need secured by condition or planning obligation if required (DBLP 2022 anticipates demand post 2036)
Local Convenience Shops – Cell G	2no. 100 sqm retail spaces for local convenience. Separate but complimentary to the Neighbourhood Centre.	End developer	Details of the design, layout, scale, landscaping and appearance of the local convenience stores and parking/delivery arrangements would be	To be considered in detailed proposals for Cell G as part of Reserved Matters applications. Delivery in response to demand from occupier.

			approved via reserved matters.	
Community Spaces/ Incubator Units/ Community Garden– Whessoe Grange Farm – Cell P	Community Garden or Allotments, potential café and community business or retail space within a walled garden setting. Flexible spaces and retention of Listed Manor House Wall.	End developer	Details of the design, layout, scale, landscaping and appearance of the of community gardens, allotments, community café, business or retail spaces would be approved via reserved matters, considering the integration of listed structures.	To be considered in detailed proposals for Cell P as part of Reserved Matters applications. Delivery in response to demand from occupiers. Delivery of the Allotments/Community Garden (secured by Phase 1 planning consent) to be secured via condition if necessary.
Community Hall – Cell E	Community Hall for flexible use.	End developer	Site identified in Ph1 Hybrid PP (outline element) Details of the design, layout, scale, landscaping and appearance of the of the Community Hall would be approved via reserved matters, the trigger for delivery to be secured via condition if necessary.	Delivery in response to community demand. To be secured via condition if necessary.
Future Environmental Assessment				
For the avoidance of doubt, the future infrastructure provision set out within this document beyond phase 1 and its hybrid planning application, will be subject to further technical assessment considering environmental impacts on Site and any adjoining receptors including the Strategic Road Network where applicable. If necessary this may require an update to the existing or preparation of a new Environmental Statement under the requirements of the Environmental Impact Assessment Regulations (2017 as amended). This applies to strategic outline applications and reserved matters applications, with the scope of assessment proportionate to the proposal put forward for consideration.				

