

Hearing Statement – Matter 7 (Washington)

Sunderland Core Strategy and Development Plan

On behalf of Barratt David Wilson Homes (North
East)(East of Washington: Washington Meadows)

April 2019



I. Introduction

- I.1. This is a Hearing Statement prepared by Spawforths on behalf of Barratt David Wilson Homes (North East)(BDW) in respect of:
 - Matter 7: The Strategy, Housing Growth Areas and Safeguarded Land for Washington
- I.2. BDW has significant land interests in the area and has made representations to earlier stages of the Local Plan process.
- I.3. The Inspector's Issues and Questions are included in **bold** for ease of reference. The following responses should be read in conjunction with BDW's comments upon the submission version of the Sunderland Core Strategy and Development Plan, dated July 2018.
- I.4. BDW has also expressed a desire to attend and participate in Matter 7 of the Examination in Public.

2. Matter 7 – The Strategy, Housing Growth Areas and Safeguarded Land for Washington

Issue – This matter considers the strategic policies (SP3, SS2 and SS3) and the Housing Growth Areas (HGAI-HGA6) for Washington.

Strategic Policies

1.1) Are Policies SP3 and SS2 justified and effective?

- 2.1. BDW **supports** the identification of land to the East of Washington (Washington Meadows) as safeguarded land. However, BDW maintain earlier objections and in line with other statements consider the site should be allocated for housing.

Identification of Sites

2.1) Do the Green Belt assessments support the HGAs and areas of Safeguarded Land in Washington and demonstrate exceptional circumstances for the removal of land from the Green Belt?

- 2.2. BDW support the conclusion that “exceptional circumstances” exist to warrant release of Green Belt as part of the Local Plan and also support the release of Washington Meadows from the Green Belt. However, in line with earlier representations, BDW consider that Washington Meadows should be allocated for housing to meet needs within the Plan Period.
- 2.3. Washington Meadows will deliver a critical mass of development to support provision of local services and also a coherent form of development that utilises logical long term edges and boundaries.

- 2.4. The Local Plan evidence base includes detailed assessments of land parcels to sieve the process to ensure that the most appropriate Green Belt releases are proposed. As part of that process, the Local Plan proposes the release of Washington Meadows from the Green Belt (as sites 401 and 697). BDW support the release of this site from the Green Belt and the attached Delivery Statement and Masterplan Framework demonstrates the exceptional circumstances for the site's release from the Green Belt and why the Washington Meadows site should be allocated for housing use rather than being "safeguarded".
- 2.5. It is clear from the site location plans and analysis that development of the site would not have a material impact on the Green Belt. The site is within a highly sustainable location on the edge of the built up area with development and major roads around its edge. The site does not serve any Green Belt purpose and as such development for residential purposes would create a logical long term boundary to the Green Belt.
- 2.6. The development of this site will not have a significant impact on any of the reasons for the Green Belt designation in the area. The new Green Belt boundaries will be drawn to provide a long term robust boundary. The development will not result in the coalescence of neighbouring towns, and will not encroach on the countryside nor affect the setting and special character of an historic town. Therefore, although the site is in the Green Belt it is a logical scheme with significant major benefits.
- 2.7. BDW has prepared and submitted a Delivery Statement and Masterplan Framework (which is appended). These demonstrate that the site is available, suitable and achievable and therefore deliverable in accordance with national guidance. The site can also deliver significant environmental, economic and social benefits which are explained in the Delivery Statement and Masterplan Framework. The site has been fully assessed and can come forward in the short term to address the housing needs of the area.
- 2.8. BDW support the site's release from the Green Belt for safeguarded land, but consider that the site should be allocated for housing.

2.2) If exceptional circumstances have been demonstrated have these been clearly articulated in the Plan?

- 2.9. BDW has no specific comment in relation to this issue.

2.3) Are the configuration and scale of the HGAs and areas of Safeguarded Land justified taking into account development needs and the Green Belt assessments?

- 2.10. BDW supports the release of sites in Washington for housing land and safeguarded land for long term development.
- 2.11. BDW considers that in accordance with the Spatial Strategy, Washington is a focus for growth. Washington is a sustainable settlement located on key transport corridors and with significant employment opportunities and growth areas nearby, particularly at IAMP. BDW considers that further housing should be brought forward at Washington to support the growth ambitions of Sunderland and enhance the economic benefits stemming from IAMP. At present, BDW considers there is insufficient housing focussed on Washington to take advantage of the economic growth ambitions generated by IAMP. This under provision could potentially undermine both the plan and the benefits from IAMP.
- 2.12. BDW considers this could be addressed through allocating the site at East of Washington (Washington Meadows) for housing within the plan period.
- 2.13. The site at East of Washington (Washington Meadows) is available, suitable and achievable. A Delivery Statement and a Masterplan Framework are attached to this Hearing Statement which explains the site's deliverability.

2.4) Is there any justification for the allocation of the safeguarded sites at this stage?

- 2.14. BDW supports the identification of safeguarded land. Similar to the response to Question 4.1 BDW supports the conclusion that “exceptional circumstances” exists to warrant release of Green Belt as part of the Local Plan for safeguarding for longer term development needs. The Framework states that in undertaking Green Belt reviews boundaries should be amended for the long term. National guidance states that Green Belt boundaries should “identify land between the urban area and the Green Belt in order to meet longer-term development needs stretching well beyond the plan period”.

- 2.15. However, BDW maintains their concern that flexibility needs to be incorporated into the plan and insufficient housing land has been identified. Furthermore, with the identification and progress at IAMP additional housing land needs to be identified in Washington. This will deliver the greater flexibility the plan requires along with delivering new housing alongside new employment creating an engine for growth that will deliver and support the growth ambitions of Sunderland.
- 2.16. BDW has prepared and submitted a Delivery Statement and Masterplan Framework (which is appended). These demonstrate that the site is available, suitable and achievable and therefore deliverable in accordance with national guidance. The site can also deliver significant environmental, economic and social benefits which are explained in the Delivery Statement and Masterplan Framework. The site has been fully assessed and can come forward in the short term to address the housing needs of the area.
- 2.17. BDW support the site's release from the Green Belt for safeguarded land, but consider that the site should be allocated for housing.

HGAI – South West Springwell

3.1) Is the Council satisfied that the landscape, heritage, biodiversity, access, transport, drainage and other constraints are capable of being mitigated so that development of the site would be acceptable? The Council has clarified that the site promoter owns neighbouring land to facilitate access routes?

- 2.18. BDW has no specific comment in relation to this issue.

3.2) Are all the policy requirements within HGAI necessary and clear to the decision maker?

- 2.19. BDW has no specific comment in relation to this issue.

3.3) Is the site deliverable?

2.20. BDW has no specific comment in relation to this issue.

HGA2 – East of Springwell

4.1) Is the Council satisfied that the landscape, heritage, biodiversity, access, transport, drainage and other constraints are capable of being mitigated so that development of the site would be acceptable?

2.21. BDW has no specific comment in relation to this issue.

4.2) Are all the policy requirements within HGA2 necessary and clear to the decision maker?

2.22. BDW has no specific comment in relation to this issue

4.3) Is the site deliverable?

2.23. BDW has no specific comment in relation to this issue.

HGA4 – North of Usworth Hall

6.1) Is the Council satisfied that the landscape, heritage, biodiversity, access, transport, drainage and other constraints are capable of being mitigated so that development of the site would be acceptable?

2.24. BDW has no specific comment in relation to this issue.

6.2) Are all the policy requirements within HGA4 necessary and clear to the decision maker?

2.25. BDW has no specific comment in relation to this issue.

6.3) Is the site deliverable?

2.26. BDW is concerned that the site is anticipated to deliver housing in 2026/27 however we understand that there are landownership and land title issues, particularly around the access to the site which will require negotiation. BDW's experience of such negotiations is that these can take significant time and years to come to fruition. This site is circa 205 dwellings and is a significant proportion of the Washington area housing numbers. Therefore a significant quantum of housing within Washington is constrained at present.

2.27. BDW consider the site can come forward but potentially much later in the plan period and should certainly not be relied upon until the later years of the plan. Allocating such sites with major access and legal constraints shows that the plan needs to incorporate greater flexibility.

HGA5 – Fatfield

7.1) Is the Council satisfied that the landscape, heritage, biodiversity, access, transport, drainage and other constraints are capable of being mitigated so that development of the site would be acceptable?

2.28. BDW has no specific comment in relation to this issue.

7.2) Are all the policy requirements within HGA5 necessary and clear to the decision maker?

2.29. BDW has no specific comment in relation to this issue.

7.3) Is the site deliverable?

2.30. BDW has no specific comment in relation to this issue.

HGA6 – Rickleton

8.1) Is the Council satisfied that the landscape, heritage, biodiversity, access, transport, drainage and other constraints are capable of being mitigated so that development of the site would be acceptable?

2.31. BDW understands that the site is owned by the Council and requires the loss/relocation of playing fields. BDW is therefore concerned with the site's deliverability. There is no evidence of studies being undertaken to understand if the site is surplus to requirements for such purposes.

2.32. The SHLAA Assessment (SD22d) also states that the site is of archaeological importance, borders ancient woodland and was partly a landfill waste site. BDW would like to

understand what assessments demonstrating deliverability have been undertaken on this site given the comments of the SHLAA were the site was not suitable and has multiple site constraints.

8.2) Is the allocation appropriate in view of the need for a Playing Field Assessment?

2.33. BDW has no specific comment in relation to this issue.

8.3) Are all the policy requirements within HGA6 necessary and clear to the decision maker?

2.34. BDW has no specific comment in relation to this issue.

8.4) Is the site deliverable?

2.35. As stated earlier the SHLAA considers the site is not suitable and has multiple site constraints. **BDW is concerned that the site has not met the tests for allocation as it has not been satisfactorily proven to be suitable and achievable and therefore is not deliverable.** Sport England still have an outstanding objection and the Council's response is to propose a modification to the Plan indicating that the site cannot come forward until an up-to-date Playing Pitch needs assessment prepared in consultation with Sports England has been produced. This could take time and also preclude the delivery of the site.

2.36. BDW therefore question the appropriateness of the allocation and considers that with the need to overcome site constraints and the need to overcome the loss/relocation of playing fields the site will not come forward, if it were achievable, until the later years of the plan. BDW therefore questions the anticipated delivery of housing from 2026 onwards.

- 2.37. This site is circa 200 dwellings and is a significant proportion of the Washington area housing numbers. Therefore a significant quantum of housing within Washington is constrained at present.

Infrastructure

9.1) Will the infrastructure to support the scale of development proposed in Washington be provided in the right place and at the right time, including that related to transport, the highway network, health, education and open space?

- 2.38. BDW has undertaken significant assessments for its sites in Washington and the infrastructure is in place, or can be provided on site such as schools, for the schemes to come forward in an appropriate and timely manner.

Delivery

10.1) Are the assumptions about the rate of delivery of houses from sites in Washington realistic (anticipated delivery is shown in Appendices A, B, F and O of the SHLAA)?

- 2.39. BDW is concerned that of the 600 dwellings allocated as Housing Growth Areas in Washington circa 405 dwellings (67.5%) of the new housing is significantly constrained and could be delayed or not delivered.
- 2.40. This is concerning given the level of economic growth in Washington and at IAMP in particular. BDW considers that with the importance of new employment and inward investors and advanced manufacturing coming to Sunderland of regional importance that appropriate housing allocations should be made and that appropriate safeguards should be made to the plan to support the regional aspirations.

2.41. BDW therefore considers that the safeguarded site at East of Washington (Washington Meadows) be allocated for housing, which either should be in its entirety, or at least a first phase. BDW is flexible in the delivery of Washington Meadows and a first phase is viable and deliverable from 150 to 750 homes.

Proposed Change

2.42. To overcome the objection and address soundness matters, the following changes are proposed:

- Allocate the site at East of Washington (Washington Meadows) for housing.
- Allocate at least the first phase of East of Washington (Washington Meadows).
- Review the housing delivery trajectory for the site at North of Usworth Hall in light of delivery issues.
- Review the housing delivery trajectory and potentially remove the site at Rickleton in light of delivery issues.

Appendix I: High Level Delivery Statement

Barratt David Wilson Homes (North East)

Washington Meadows

High Level Delivery Statement

March 2019



Revision Record

Revision Reference	Date of Revision	Nature of Revision	Author	Checked By
A	March 2017		AR	AR

Report Author	Andrew Rose
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Project No.	4018
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I. Introduction

- I.1. Spawforths have been instructed by Barratt David Wilson Homes (North East) (BDW) to prepare a High Level Delivery Statement for the site at Washington Meadows.
- I.2. BDW is one of the UK's leading house builders with revenue in 2018 of £4,875 million and built over 17,500 houses in the year. BDW has a wealth of experience and expertise in bringing forward large successful mixed use "strategic sites" for development, which require major investment in physical infrastructure up front. BDW has drawn on this extensive experience in the delivery of major schemes in producing this submission. One such example is Scotswood, Newcastle for 2,000 units which is a JV with Newcastle City Council and a winner of the 2015 RTPI Awards for best housing project.



- I.3. Spawforths are the largest independent planning consultancy in the region and are currently leading £5 billion of development, over 30,000 new homes and 17 million sq. ft of commercial and employment space through the planning system. In doing so, we are also working with over 70 communities. Spawforths has significant recent experience in delivering major sustainable urban extensions including Future Carrington in Trafford, Dewsbury Riverside, Wakefield East, Barnsley West, South West Extension to Hartlepool, and East Gamston.
- I.4. This report will analyse and summarise the technical assessments undertaken on the site and explain the site's availability, suitability and achievability and therefore deliverability in the context of the National Planning Policy Framework.

2. National Planning Policy Context

National Planning Policy Framework (The Framework)

- 2.1. BDW understands that the Council submitted the Plan before 24 January 2019 and therefore under the new NPPF transitional arrangements the policies contained in the 2012 Framework will apply. The comments in this Statement therefore refer to and utilise the 2012 Framework.
- 2.2. The Framework sets out the Governments' planning policies for England and how it expects these to be applied. It contains a presumption in favour of sustainable development, which it defines as having three dimensions: economic, social and environmental. The Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.
- 2.3. Part 6 of the Framework confirms the Government's commitment to significantly boost the supply of housing and paragraph 47 states:

Local planning authorities should:

- *Use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*
- *Identify and update annually a supply of specific deliverable¹¹ sites sufficient to provide five years' worth of housing against their housing requirement with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;*
- *Identify a supply of specific, developable¹² sites or broad locations of growth, for years 6-10 and, where possible, for years 11-15;*

- *For market and affordable housing, illustrate the expected rate of housing delivery through a trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five year supply of housing land to meet their housing target; and*
- *Set out their own approach to housing density to reflect local circumstances.*

2.4. Footnote 11 defines deliverable as:

To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.

2.5. Footnote 12 defines developable as:

To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

2.6. The issue of viability and deliverability of sites is expanded in paragraph 173 stating:

Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

National Planning Practice Guidance (PPG)

- 2.7. The PPG provides guidance to support and expand on policies within the Framework, and in that sense does not provide additional policy but rather more detailed consideration of how policies within the Framework should be approached and met. This has been updated recently in line with the 2019 Framework.
- 2.8. The PPG expands and explains how to assess sites in terms of available, suitable and achievable and therefore whether sites are deliverable.

What factors should be considered when assessing the suitability of sites/broad locations for development?

Plan makers should assess the suitability of the identified use or mix of uses of a particular site or broad location including consideration of the types of development that may meet the needs of the community. These may include, but are not limited to: market housing, private rented, affordable housing, people wishing to build or commission their own homes, housing for older people, or for economic development uses.

Assessing the suitability of sites or broad locations for development should be guided by:

- the development plan, emerging plan policy and national policy;
- market and industry requirements in that housing market or functional economic market

area.

When assessing the sites against the adopted development plan, plan makers will need to take account of how up to date the plan policies are and consider the appropriateness of identified constraints on sites/broad location and whether such constraints may be overcome.

The following factors should be considered to assess a site's suitability for development now or in the future:

- physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination;
- potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation;
- appropriateness and likely market attractiveness for the type of development proposed; contribution to regeneration priority areas;
- environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

Para 19 ID 3-019-20140306

What factors should be considered when assessing availability?

A site is considered available for development, when, on the best information available (confirmed by the call for sites and information from land owners and legal searches where appropriate), there is confidence that there are no legal or ownership problems, such as unresolved multiple ownerships, ransom strips tenancies or operational requirements of landowners. This will often mean that the land is controlled by a developer or landowner who has expressed an intention to develop, or the landowner has expressed an intention to sell.

Para 20 ID 3-020-20140306

What factors should be considered when assessing achievability including whether the development of the site is viable?

A site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time.

Para 21 ID 3-021-20140306

2.9. The PPG that related to the 2012 Framework stated:

How is deliverability (1-5 years) and developability (6-15 years) determined in relation to housing supply?

Assessing the suitability, availability and achievability (including the economic viability of a site) will provide the information as to whether a site can be considered deliverable, developable or not currently developable for housing. The definition of 'deliverability' and 'developability' in relation to housing supply is set out in footnote 11 and footnote 12 of the National Planning Policy Framework.

All aspects of a Local Plan must be realistic and deliverable but there are specific requirements in the Framework in relation to planned housing land supply.

Para 29 ID3-029-20140306

What constitutes a 'deliverable site' in the context of housing policy?

Deliverable sites for housing could include those that are allocated for housing in the development plan and sites with planning permission (outline or full that have not been implemented) unless there is clear evidence that schemes will not be implemented within five years.

However, planning permission or allocation in a development plan is not a prerequisite for a site being deliverable in terms of the five-year supply. Local planning authorities will need to provide robust, up to date evidence to support the deliverability of sites, ensuring that their judgements on deliverability are clearly and transparently set out. If there are no significant constraints (e.g. infrastructure) to overcome such as infrastructure sites not allocated within a development plan or without planning permission can be considered capable of being delivered within a five-year timeframe.

The size of sites will also be an important factor in identifying whether a housing site is deliverable within the first 5 years. Plan makers will need to consider the time it will take to commence development on site and build out rates to ensure a robust five-year housing supply.

Para 31 ID 3-031-20140306

What constitutes a ‘developable site’ in the context of housing policy?

The National Planning Policy Framework asks local planning authorities to identify a supply of specific developable sites or broad locations for growth in years 6-10 and where possible for years 11-15.

Developable sites or broad locations are areas that are in a suitable location for housing development and have a reasonable prospect that the site or broad location is available and could be viably developed at the point envisaged. Local planning authorities will need to consider when in the plan period such sites or broad locations will come forward so that they can be identified on the development trajectory. These sites or broad locations may include large development opportunities such as urban extension or new settlements.

Para 32 ID3-032-20140306

- 2.10. However, the PPG was updated in September 2018 in accordance with the outcome of the technical consultation on updates to the Framework. The Framework has subsequently been updated in February 2019. The PPG currently states:

What constitutes a ‘deliverable site’ in the context of housing policy?

Annex 2 of the National Planning Policy Framework defines a deliverable site in terms of an assessment of the timescale for delivery and the planning status of the site. For sites with outline planning permission, permission in principle, allocated in a development plan or identified on a brownfield register, where clear evidence is required to demonstrate that housing completions will begin on site within 5 years, this evidence may include:

- any progress being made towards the submission of an application;

- any progress with site assessment work; and
- any relevant information about site viability, ownership constraints or infrastructure provision.

For example:

- a statement of common ground between the local planning authority and the site developer(s) which confirms the developers' delivery intentions and anticipated start and build-out rates.
- a hybrid planning permission for large sites which links to a planning performance agreement that sets out the timescale for conclusion of reserved matters applications and discharge of conditions.

Paragraph: 036 Reference ID: 3-036-20180913

Revision date: 13 09 2018

3. Site Location and Proposals

- 3.1. The site is located on the north eastern edge of Washington close to Nissan and an area of land identified through an Area Action Plan for an International Advanced Manufacturing Park IAMP. The western extent of the site is defined by the former Leamside Railway Line. The eastern edge of the site abuts an area of land which falls within the IAMP Area Action Plan Area.
- 3.2. Figure 1 shows the site to the east of Washington. The site comprises primarily farmland and is approximately 98 hectares in size.

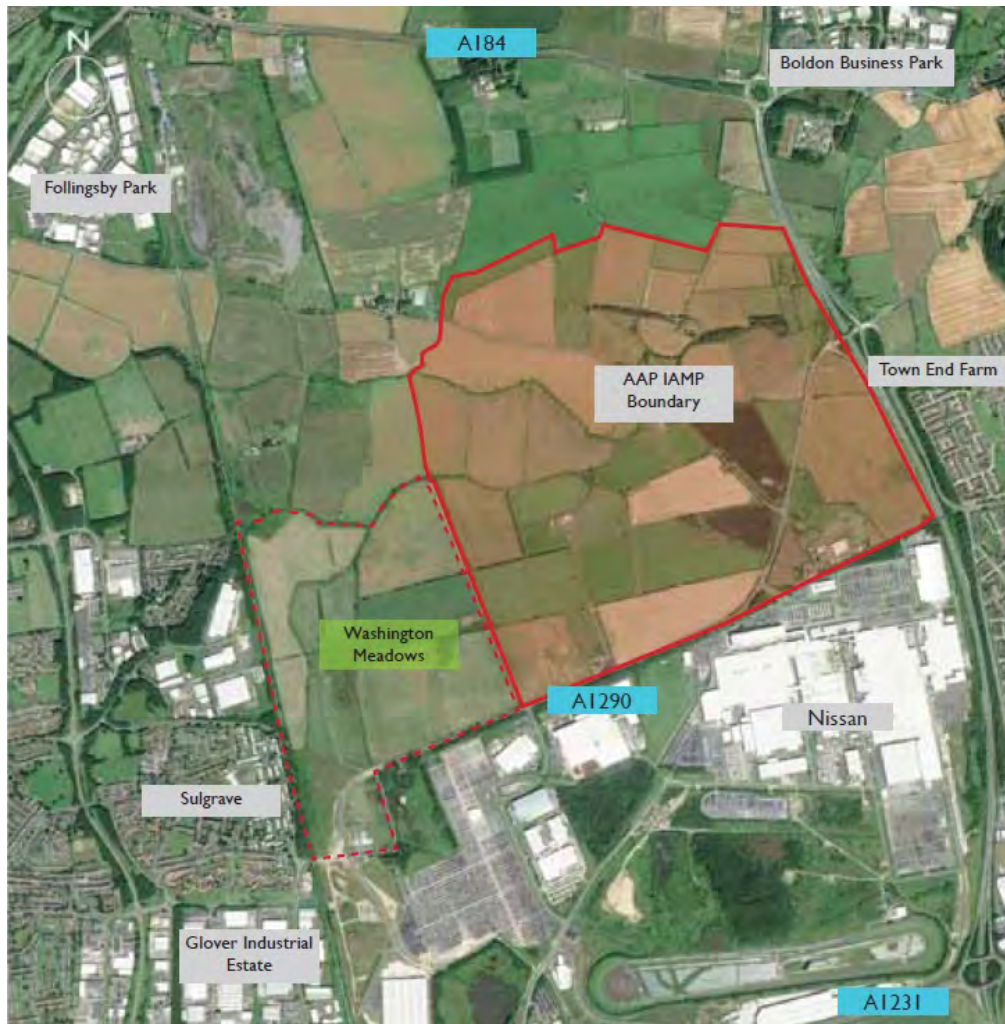


Figure 1: Site Location

Washington Meadows

- 3.3. Washington Meadows is a natural eastward expansion to Washington New Town based upon Garden Village principles. The site is located in a sustainable location and is well defined by existing roads, natural features and tracks. The site is located on the A1290, adjacent to Washington, Nissan and the International Advanced Manufacturing Park (IAMP) proposals and is of sufficient scale to create a new community.
- 3.4. The development of Washington Meadows follows on from the organic growth of Washington New Town through the creation of a further neighbourhood. It will be the nineteenth “village” of Washington New Town. When the New Town was created it was not envisaged that Nissan or the IAMP would be developed to the east. These newly created employment growth poles have changed the “balance” of Washington New Town by reinforcing its eastern hinterland. Washington Meadows provides the opportunity for Washington New Town to respond to this eastern growth by delivering a new neighbourhood which both benefits from its proximity to Nissan and IAMP but which also acts as a key “connector” between the current New Town and its new employment hinterland. Washington Meadows can provide the Green Infrastructure, pedestrian and cycle linkages between the New Town and the employment areas to ensure that they are fully integrated and that maximum benefit is delivered for the New Town from the employment areas. Washington Meadows is therefore an appropriate 21st Century response to the New Town movement by embedding “Garden Village” principles as part of the further evolution of Washington.
- 3.5. Washington Meadows is entirely appropriate in locational terms for a residential led neighbourhood. In light of this conclusion, we will now assess it against the criteria for identifying allocations in the Framework, which states that local planning authorities should identify sufficient deliverable sites to deliver housing in the first five years. To be considered deliverable, sites should be available, suitable and achievable.
- 3.6. The proposed scheme has the potential to deliver 1,250 dwellings over two phases and is able to assist in the delivery of the housing requirement within the Plan period. The proposed scheme can come forward in its entirety and/or be phased. The scheme is flexible and Phase 1 has the potential to be from 150 to circa 750 dwellings and Phase 2 can deliver the remaining homes.

Design Principles and Objectives

- 3.7. The design principles for the proposals have been developed following a rigorous site appraisal, review of relevant policy guidance and a landscape led approach and design ethos which underpins the masterplan.
- 3.8. The masterplan team have considered in detail the site and the wider area, in particular the ecological interest found within and around the site including areas of grassland, wetland, ditches and waterways. Maintaining and enhancing the blue green grid is an important component of the illustrative masterplan layout.
- 3.9. The main design objectives for the site can be summarised as follows:
- The creation of an attractive residential neighbourhood within a landscape setting.
 - Utilise existing landscape features within the site in particular the existing grassland areas on the eastern and western edge of the site, belts of trees, reed areas and water courses.
 - Creation of an ecological buffer and green wildlife corridor along the eastern and western boundaries of the site.
 - Utilise the site's topography to incorporate SuDS and arrange development cells which take advantage of longer distance views.

Overview of the proposals

- 3.10. The illustrative layout (Figure 2) shows a development of approximately 1,250 homes on a development area of approximately 39 hectares, giving an overall density of 32 units per hectares. The indicative layout shows a mixture of detached, semi-detached and short terraces of houses, mainly two stories in height with some elements of two and a half storey in areas where greater height is appropriate.
- 3.11. The majority of housing fronts onto areas of landscaping which incorporates the existing trees, waterways and wildlife corridors and enhances them to become attractive new pedestrian routes. Areas of open space which will be appropriate for public amenities, such as play and exercise, are spread throughout masterplan with a central 'green hub' at the heart of the development which could accommodate a community building.

- 3.12. Low lying areas and waterways within the development have been incorporated into the landscape with SuDS, creating large area of amenities space and wildlife habitat. These areas of landscaping will enhance the existing wildlife corridors and could be designed to specifically accommodate the existing water vole population.
- 3.13. Along the eastern edge of the site, a community woodland area is proposed which will also act as a buffer to IAMP to the east and visually screen these employment uses.
- 3.14. The road layout has been designed to allow for future connections between the different parts of the site and for a potential connection to the other allocated sites north of Washington. This would allow for a bypass road taking traffic away from Washington and providing a new connection.



Figure 2: Illustrative consultation draft masterplan

Benefits

3.15. The relationship between economic performance in an area and housing is complex, however having the right quantity, quality and balance of housing in an area is necessary for economic growth. The development of the Washington Meadows scheme can therefore support local economic growth, both through direct job creation through the construction phase of the scheme, but also through the increased population which will create sustainable local jobs from the increased demand for goods and services:

3.16. The proposed scheme can therefore create significant benefits:

- Optimum location
- The delivery of circa 1,250 new homes in a range of house types, sizes and tenure
- A local hub, including local centre, primary school and community facilities
- New green infrastructure, including formal and informal open space and nature areas
- New transport infrastructure with a potential new eastern link road to Washington
- Circa 4,000 new jobs from the construction of the scheme and created in the wider economy
- Over £230 million Gross Development Value
- Gross Value Added of around £120 million
- Circa £30 million Annual Household Expenditure
- At least £6 million of first occupation expenditure

4. Deliverability

- 4.1. The site is available, suitable and achievable and is deliverable in accordance with the Framework and represents a sustainable residential opportunity on the edge of an established residential area. BDW intends to be lead developer which further demonstrates the site's deliverability.

Availability

- 4.2. BDW have an Option interest in the site to bring it forward for development and therefore there is both a willing Landowner and a willing Developer. In accordance with the Framework therefore, BDW considers the site is "available" for development now.

Suitability

- 4.3. Washington Meadows can be brought forward on Garden Village principles as a further neighbourhood in the organic evolution of Washington New Town. The proposed masterplan shows how the development can be delivered as three walkable neighbourhoods set within a strong network of Green Infrastructure. This Green Infrastructure will provide a series of "blue" and "green" linkages retaining existing ecological and bio-diversity features whilst also enhancing corridors and connectivity. Careful attention will be paid to both ecological enhancement and footpath / cycleway linkages to ensure that the new walkable neighbourhoods fully reflect the Garden Village principles. Washington Meadows will also deliver a new Primary School and a District Centre which will allow new residents to live within and create a "community" to meet their social and retail needs. Public transport linkages are to be enhanced as part of IAMP and these will be further enhanced to allow residents to meet their secondary education, cultural and comparison retail needs within Washington. The proximity to Nissan and IAMP ensures that future residents would have significant employment opportunities within appropriate walking and cycling distances. Washington Meadows can be delivered in phases to make an efficient and attractive use of the land. This site would allow housing to be delivered within an appropriate and sustainable location within Sunderland.
- 4.4. The site is located within a sustainable location adjacent to Washington, and major employment areas including Nissan and the new IAMP. The development would clearly accord with the emphasis set out in the Framework, particularly concerning the need to

deliver sustainable forms of development. Washington Meadows can provide aspirational housing to support the key workers of Nissan and IAMP and create a sustainable community as a further neighbourhood to Washington New Town.

Green Belt

- 4.5. Due to the significant need and demand for housing and aspirations for economic and housing growth there is clearly a requirement for a strategic review of the approach to locations for future growth within Sunderland. In order to plan for appropriate for the plan period there is a need to review the Green Belt boundaries. A thorough review of the development limits of settlements in Sunderland would ensure a holistic approach to the location of development for the future of the City.
- 4.6. The Framework considers that Green Belt boundaries can change “in exceptional circumstances”. The Framework states in paragraph that Green Belt boundaries can be amended through the preparation and updating of plans and the Council has explained that in order to meet the housing need in Sunderland development outside the Urban Area is required.
- 4.7. The housing needs of Sunderland are putting severe pressure on the local authority to review the Green Belt. To meet the housing requirement Sunderland City Council recognises that some Green Belt land will need to be released for new housing land. Washington Meadows is a unique opportunity to positively use the Green Belt and meet the housing need for the area.
- 4.8. The Framework explains that there are five purposes of including land within the Green Belt, which is:
- To check the unrestricted sprawl of large built up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns;
 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

- 4.9. Contextually, the site is located in a tongue of Green Belt which is surrounded, to the east, west and south by existing urban area with the new IAMP scheme coming forward to the east of the site. BDW does not believe that the tongue of Green Belt in this location meets the five purposes of Green Belt.
- 4.10. The Framework states that Green Belt boundaries should be drawn so as not to include land which it is unnecessary to keep permanently open. The site lies on the edge of Washington which is a town on the edge of Sunderland with residential development located to the west, industrial development to the south and the new IAMP to the east. Within this context the release of the site from the Green Belt has limited impact on “openness” and that development of the site would have low impact on the purposes of including land within the Green Belt.
- 4.11. The site is therefore “contained” and will not lead to unrestricted sprawl or encroachment. The site is located on the edge of Washington and is contained within its setting. The site would not therefore lead to the coalescence of towns or encroach into the countryside as it is effectively in an urban context and surrounded by built form. The site has no impact upon the setting of a historic town.
- 4.12. The new Green Belt boundary would follow rivers and tree belts which are clear and well defined. This boundary would accord with the Framework and ensure that the Green Belt is clearly defined using readily recognisable features to ensure permanency reinforcing the urban context whilst providing a robust boundary for the future.
- 4.13. All the boundaries have the potential to be further reinforced within the site through additional planting to ensure an effective transition between the development and the countryside beyond

Achievability

- 4.14. It is considered that development on this site is achievable. The site has been fully assessed and there are no major constraints to development of the site.
- 4.15. BDW has commissioned a number of technical reports which demonstrate the deliverability of sites, which are summarised below:

Highways

- 4.16. WSP is undertaking highway analysis, which indicates that the site is suitable for residential development. An Access Statement has been prepared and shows the delivery of off-site major highway capacity; the phased access strategy and the details of the separate access points; and the locations on the off-site highway network that will be assessed for each phase to establish whether highways improvements are needed.
- 4.17. It is anticipated that Phase I will require at least two points of vehicular access to serve a development of circa 750 dwellings, however, access arrangements will be determined with the local highway authority at the time of submission of any future planning application.
- 4.18. The Access Statement shows that based on a first phase of 750 dwellings the Pre-IAMP assessment indicates that, the A1290 has adequate theoretical reserve link capacity to facilitate background traffic along with delivery of proposed Washington SUE residential development.
- 4.19. The Post-IAMP assessment identified A19 / A184 Testos, A19 / A1290 Downhill Lane and A19 / A1231 Wessington Way Junction are currently operating above their theoretical capacity threshold limits and will continue to do so in 2028 without future mitigation measures.
- 4.20. The impact of proposed development traffic on A19 / A184 Testos and A19 / A1231 Wessington Way Junction is low enough whereby the effect of the additional traffic on the strategic highway network is not have a severe impact. The committed improvement scheme at the A19/A184 Testos junction is sufficient to improve operational performance of this junction and accommodate additional traffic from the proposed Washington SUE. Highways England recently advised that work started in March 2019 at this junction and it is anticipated to be completed in summer 2021.
- 4.21. The trip distribution figures identified that the proposed development would add comparatively large number of trips on A19 / A1290 Downhill Lane. The improvements proposed for the A19/A1290 Downhill Lane are to be requested in a DCO applications currently being prepared by Highways England. It is understood that the proposed improvements will increase the capacity of the junction, and would assist in mitigating the impact of Phase I of the proposed development. However, if the proposed development progressed without the junction improvement scheme in place, the site may be required to

contribute in order to offset the impact of the development, the methodology of which may require to be agreed at detailed planning stage.

- 4.22. The Access Statement justifies that all other the junctions are forecast to operate well within its theoretical capacity during 2028 base year, and therefore the proposed development traffic flows can be accommodated and will not have a severe adverse impact

Ecology

- 4.23. BSG are undertaking ecological surveys to support the proposals.
- 4.24. Initial assessments show that the majority of the site is of low ecological value. The site is dominated by arable and pasture farmland, which are habitats of low ecological importance. A watercourse flows across part of the site and there are various drainage ditches that link up with the watercourse. There is a large pond adjacent to the western boundary (Usworth Pond) and there is a pond and associated marsh in the southern part of the site at Seven Houses.
- 4.25. There are no SSSIs, SACs, SPAs or Ramsar sites within the 2 km study area. The site is not located within an Impact Risk Zone that identifies residential development as requiring further assessment in terms of its effect on a SSSI.
- 4.26. Three non-statutorily designated sites are present within the site, either entirely or in part: River Don East House LWS; Usworth Pond LWS; and Severn Houses LWS. In addition, the site lies in relatively close proximity to a number of designated sites, most notably Wardley Colliery LWS to the north and Follingsby Pond / River Don Streambank LWS to the west.
- 4.27. Nevertheless, the site itself is dominated by habitats of low ecological importance that have limited scope to support protected species or other species of conservation importance.
- 4.28. The scheme therefore represents an opportunity to achieve significant gains for biodiversity through environmental and ecological enhancement. The landscaping scheme provides the opportunity to mitigate and compensate impacts on a range of species. The retention or recreation of features such as hedgerows, may enable ecological connectivity to be maintained throughout the site.
- 4.29. There will be no direct significant adverse impacts on adjacent ecological features. Any potential indirect impacts including risk of pollution during construction and visual impacts

will be managed under a construction method statement and through landscaping designs. Ecological survey work and tree surveys are ongoing and ecological enhancement including habitat linkages, retention of key habitat areas and landscaping can be incorporated into the masterplanning process creating cohesive corridors to support wildlife and retain connectivity of habitats.

Ground Investigation

- 4.30. Geo-environmental information indicates that the site is suitable for residential development. The majority of the site is essentially greenfield and no significant contamination is anticipated. There are therefore no known ground condition issues which would preclude the delivery of the site.

Flood Risk and Drainage

- 4.31. ARP Associates has undertaken a Flood Risk and Drainage Appraisal, which includes a sequential assessment.
- 4.32. The proposed development areas on the masterplan are to be located outside any Flood Zone 2 or Flood Zone 3a adjacent to the watercourses. The drainage work has identified a drainage strategy for the site. It has confirmed the attenuation required on site and demonstrated the suitability of the area identified on the masterplan for this purpose.
- 4.33. The Assessment shows that the Environment Agency confirms that all of the site falls within land assessed as having less than a 1 in 1,000 annual probability of river or sea flooding in any year (less than 0.1%). Therefore, in accordance with Table 1 of the PPG, the site falls within Flood Zone 1 "low probability". The proposed development site is outside the maximum extent of flooding from reservoirs. There are no other canals or artificial sources which will result in flooding on the proposed development site.
- 4.34. Surface water discharge shall be restricted to no greater than the existing greenfield run-off rate with outfall to watercourse. Attenuation storage will be provided on site to store runoff for up to the 1 in 100 annual probability rainfall events plus allowance for climate change, in line with EA Guidance.
- 4.35. The proposed surface water drainage system shall be designed with an allowance for climate change and restricted to the agreed discharge rate with appropriate attenuation incorporated into the design.

- 4.36. No special mitigation measures are required for emergency egress during times of flood.
- 4.37. The proposed scheme is therefore able to satisfy the requirement of the Framework and PPG in relation to flood risk.

Landscape

- 4.38. The landscape led approach to the masterplan creates a green-blue network throughout the masterplan. The existing watercourse / drainage ditch running north south through the site has been retained and incorporated along with a green buffer to the east and west of the site. A large area of green space at the northern extent of the site is provided which will provide space for a country park and ecological enhancements. At the centre of the site is the village hub area which is arranged around a green space and an existing woodland copse which will be retained.
- 4.39. The northern edge of the site is largely free from development providing opportunities for a country park and wildlife enhancement.
- 4.40. SuDS are integrated throughout the development site within the green spaces next to existing bodies of water and water courses. The SuDS will attenuate water before discharging at an appropriate rate to existing watercourses.
- 4.41. The principal vehicular movement corridor through the site will be tree lined and provide a boulevard environment. A generous amount of planting is proposed along the eastern edge of the site to create a woodland area.



Utilities

- 4.42. Utilities Assessment shows that two overhead cables cross the site with one crossing from north to south and the other from the north east to the south west. These are not high voltage power cables and the masterplan proposals have shown that they can be undergrounded.

Approach to Delivery

- 4.43. Once the site is allocated BDW's internal planning team will develop a design-led layout for the scheme. BDW prides itself on producing well-designed layouts that create communities where people want to live. BDW is guided by its own internal design guidance Great Places, as well as designing following the 12 criteria of Building for Life 12.

4.44. BDW North East prides itself on developing the right houses in the right places. For each development site undertakes extensive market research, analysing:

- The Site
- Surrounding area and demographics
- Housing market area and competing markets

4.45. BDW's design criteria is:



4.46. Planning permission will be secured swiftly following allocation of the site and all pre-commencement conditions will be discharged prior to any start on site.

4.47. Throughout the planning application process BDW's land, technical, commercial and sales team regularly meet to discuss the information needed to enable a site start, the delivery programme and the key timescales. This enables timely delivery of the site in an efficient manner.

4.48. Assuming allocation of the site end 2019/early 2020. BDW consider that a planning application can be submitted shortly after allocation in June 2020, with planning permission secured circa December 2020 and onsite with groundworks in late 2020 and first legal completion in March 2022. BDW consider the site can come forward with two sales outlets at a rate of circa 60 homes per year. This will create 225 new homes in the first five years

following adoption of the Plan and the potential for circa 750 dwellings over the plan period, with the potential for three outlets.

Site Allocation	Planning Application Submission	Planning Permission (inc S106)	Land Purchase	Start on site Ground Works	Housing start on site	Show Homes Open	I* Legal Completion
End 2019/Early 2020	June 2020	December 2020	June 2021	July 2021	December 2020	Early March 2022	End March 2022

YEAR 21/22 Legal Completions	YEAR 22/23 Legal Completions	YEAR 23/24 Legal Completions	YEAR 24/25 Legal Completions	YEAR 25/26 Legal Completions	YEAR 26/27 Legal Completions	YEAR 27/28 Legal Completions	YEAR 28/29 Legal Completions	YEAR 29/30 Legal Completions	YEAR 30/31 Legal Completions	YEAR 30/31 Legal Completions	YEAR 30/31 Legal Completions
5	40	60	60	60	60	60	90	75	90	90	90

Viability

- 4.49. BDW has undertaken a viability appraisal of the proposed site, which demonstrates that a first phase of a scheme is viable taking into account site preparation, provision of infrastructure, policy compliant affordable housing and Section 106 contributions.
- 4.50. This would deliver sufficient residual land value to secure a willing landowner, in line with the Framework.

5. Conclusion

- 5.1. This High Level Deliverability Statement has shown that the site is available, suitable and achievable and therefore deliverable in accordance with the Framework and PPG.
- 5.2. There is a need for Sunderland to review their Green Belt boundaries to meet the housing need and demand in the area. Sunderland has confirmed through its assessment work the suitability and need for the site to be removed from the Green Belt and safeguarded for long term development. This Delivery Statement confirms there are exceptional circumstances supporting the release of the site from the Green Belt. However, BDW consider that the site be positively allocated for housing within the plan period to meet the objectively assessed need for housing but also to reflect the principles of sustainable development.
- 5.3. BDW control the site at Washington Meadows, which is therefore available for development within the plan period. The site is a logical extension to Washington, located within a sustainable location adjacent to major employment areas including Nissan and the new IAMP.
- 5.4. The technical work undertaken to date in respect of highways, ground conditions, ecology, landscape, flood risk and drainage and utilities has influenced the indicative masterplan. It has also shown that there are no known constraints, that could not be suitably mitigated, that would prevent this site coming forward within the plan period. As such, the development of the site, as shown within the indicative masterplan, is considered achievable.
- 5.5. The indicative masterplan shows how a mix of housing can be accommodated within the site, alongside Public Open Space, landscaping and drainage features. It has been shown that the site can deliver a flexible approach to a first phase from 150 to 750 dwellings and can deliver around 225 dwellings over the first five years of the plan and circa 750 over the plan period.
- 5.6. It has been shown that the site would be suitable for development. The site has been reviewed against the Framework and criteria for allocating sites. It has therefore been shown that the site is available, suitable and achievable and therefore it is considered that the site is deliverable, in accordance with national planning policy and guidance. It is also attractive to the market and is deliverable within the plan period.



- 5.7. BDW are keen to deliver this significant opportunity which has substantial economic, social and environmental benefits for the local people and sub-region.

Appendix 2: Masterplan Framework



Washington Meadows

Advocacy Report
Design Framework



Executive Summary

Barratt David Wilson Homes (North East) (BDW) have secured a strategic land opportunity to the east of Washington and have put together an experienced Professional team to develop a Vision for a new Garden Village neighbourhood as an extension to the existing Washington New Town.

This Document is an Advocacy Report which highlights the opportunity afforded by the site (known as Washington Meadows) as part of the emerging Sunderland Local Plan process.

The Vision for Washington Meadows is to deliver a sustainable urban extension for Washington to help to meet the housing and social needs of Washington and the wider Sunderland area in close proximity to the highly successful Nissan development and the equally important International Advanced Manufacturing Park (IAMP).

We recognise that it is an exciting time for Sunderland as it continues its economic re-birth through Nissan and the Automotive sectors. IAMP will build upon the success of Nissan and reinforce the regionally important economic role of Washington. This economic growth will have direct tangible benefits for the sub region but will also drive the scale of ambition for new housing both in terms of scale and quality. The new Local Plan sets out some ambitious employment and housing targets but we consider that these targets should in fact be increased to reflect more recent Government consultation advice and the recent approach to delivering the full IAMP within the Plan period.

The Washington Meadows site provides a highly sustainable opportunity to meet housing needs in close proximity to this growth pole whilst also delivering a new Garden Village neighbourhood for Washington. The Local Plan rightly concludes that Washington Meadows should be released from the Green Belt to meet the future development needs, but we consider that it should be allocated for housing in the short term within the Plan period.

This Advocacy Report assesses the key site constraints and opportunities and sets out clear Design Principles to frame a masterplan. The Garden Village principles will be fully embedded in this development to not only build upon the foundations set by the Washington New Town but also to reflect the approach of the current Garden City / Village movement. A strong blue-green network with a clear emphasis on Green Infrastructure and a landscape led environment can be created. Set within this will be a robust network of footpaths and cycleways which will link the new economic growth pole of Nissan and IAMP with Washington New Town. This will promote healthier lifestyles and reduce the reliance upon the private car.

The development can be delivered in clear phases. It will function as a new “community” with local shopping and educational facilities and it will also link back to, and reinforce the social facilities within Washington New Town. Each phase is deliverable to meet both immediate and longer term housing needs. BDW and their Professional team would welcome the opportunity to work collaboratively with the Council and other key stakeholders in developing this masterplan to realise the potential of the site and to bring forward its development.



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Part 1: Advocacy Report

1.0 Introduction

Barratt David Wilson Homes (North East) are developing a masterplan for Washington Meadows which is based upon an ambitious and sustainable vision for the expansion of Washington New Town. This will deliver a sustainable urban extension for Washington to help to meet the housing and social needs of both Washington and the wider Sunderland area in close proximity to the highly successful Nissan development and the equally important International Advanced Manufacturing Park (IAMP).

Barratt David Wilson Homes (North East) (BDW) are well established both nationally and in the North East having undertaken several successful developments within Sunderland. They are advised by Spawforths with regard to planning matters and by IDP on masterplanning issues. Further specialist support is provided by WSP on Highways and Transportation matters, ARP on drainage, BSG on ecology and EFM on education matters.

This updated Advocacy Report has been produced to highlight the opportunity afforded by the Washington Meadows site as part of the emerging Sunderland Local Plan process and demonstrates the site's deliverability in accordance with national guidance.

A Design Framework is attached to the Advocacy Report which considers the site in more detail and shows how a garden village extension would be brought forward, what form this could take and how this would relate to adjacent developments including the early phases of development on the IAMP to the east of the site.

BDW and their Consultant team would welcome the opportunity to work collaboratively with the Council and other key stakeholders in developing this masterplan to realise the potential of the site and to bring forward its development.

This Advocacy Report is structured as follows:-

Strategic Opportunity (2.0). This Section sets out the scale and nature of the housing and development needs and suggests a spatial strategy to meet these needs. It confirms that the Washington Meadows site is an excellent opportunity to help to meet these identified needs through localised Green Belt change to deliver a sustainable urban extension to Washington to complete the New Town Vision. It then identifies the sustainability credentials of this proposal in relation to economic, social and environmental benefits.

Development Framework (3.0 - 17.0). This Section sets out the Green Infrastructure and Movement network concepts of the development and how it can be effectively integrated with both Washington New Town and the Nissan / IAMP developments. It demonstrates the masterplan approach, phasing and delivery.

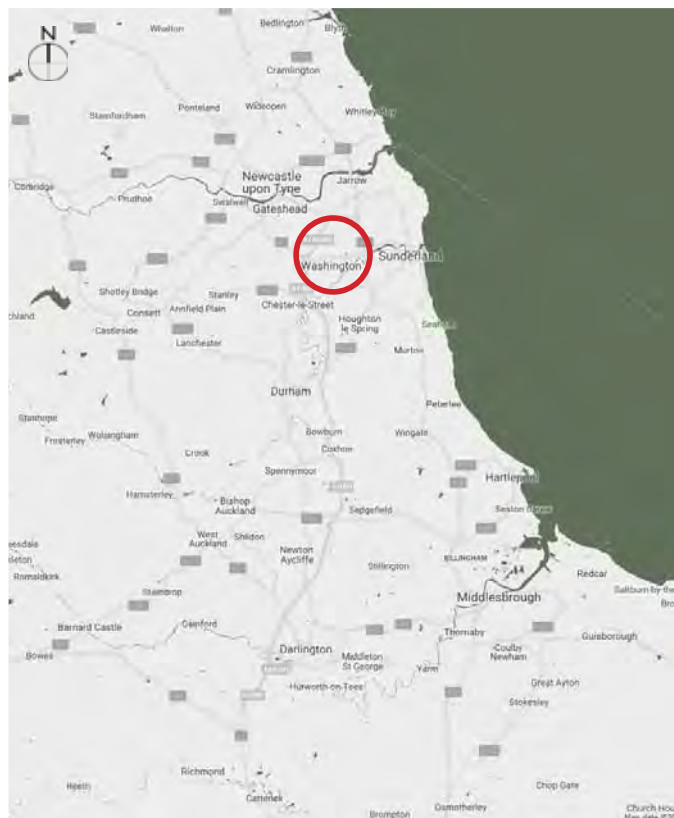
Indicative masterplan (18.0 - 20.0). Layout and character areas showing the Washington Meadows Garden Village.

Wider Location Plan

The site is located on the north eastern edge of Washington close to Nissan and an area of land identified through an Area Action Plan for an International Advanced Manufacturing Park IAMP. The western extent of the site is defined by the former Leamside Railway Line. The eastern edge of the site abuts an area of land which falls within the IAMP Area Action Plan Area. The site is approximately 98 hectares in size.



Oblique image looking over Manor Farm masterplan area



Wider Location Plan

The site is located on the north eastern edge of Washington close to Nissan and an area of land identified through an Area Action Plan for an International Advanced Manufacturing Park IAMP. The western extent of the site is defined by the former Leamside Railway Line. The eastern edge of the site abuts an area of land which falls within the IAMP Area Action Plan Area. The site is approximately 98 hectares in size.

Key

Study area 



Aerial photograph showing site boundary

2.0 Strategic Opportunity

BDW recognise that it is an exciting time for Sunderland. With a population of approximately 277,000 and an area of 137 square kilometres, Sunderland plays a key economic role within the wider North East Local Enterprise Partnership area. The new Local Plan sets out an ambitious Vision for Sunderland which is to be realised by a twin strategy of “regeneration” and “growth” to maximise Sunderland’s natural assets and build upon its competitive advantages for the future.

In terms of employment, the Local Plan confirms that Sunderland has a strong track record of attracting investment and growth and that the workforce is currently growing by 8% (1997-2015). It also notes that unemployment remains relatively high at 7.4% (compared to a regional average of 6.6% and a national average of 4.8%). The Employment Land Review confirms that there is approximately 145.9ha of employment land available in the city but that whilst Washington has experienced the strongest demand for employment land, there is likely to be “a shortfall of employment land within Washington”.

The most significant employment growth is expected within the Advanced Manufacturing and Automotive sector centred around Nissan. This sector employs 30,000 people regionally. The need to provide for large footplate industry to support these sectors is recognised through the International Advanced Manufacturing Park (IAMP) which will be situated to the north of Nissan and immediately to the east of the Washington Meadows site. IAMP is to provide a world class environment for the automotive supply chain and related advanced manufacturers. Some 150 hectares of land is allocated for such uses through the draft IAMP Area Action Plan (AAP). This has been increased from 100 hectares in the August 2017 Proposed Changes to the AAP which reinforces the importance and role of Washington. It is clear that Washington is a significant regional employment growth pole and is the key area for economic development within Sunderland. IAMP will further strengthen this role as it is developed out during the Plan Period, though the Local Plan still recognises that even beyond this, further employment land is required within Washington.

In terms of housing, the Framework states as a key principle in that planning should “pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities” (para 17).

The Government through the Framework sets out “to boost significantly the supply of housing” and that local planning authorities should “use their evidence base to ensure that their Local Plans meets the full, objectively assessed needs for market and affordable housing in the housing market area”.

The current wider economic context in the country is also relevant to the proposals at Washington Meadows. The economic decline and associated recovery, the impact on housing and investment market and increasing housing crisis means that housing schemes, and particularly those which assist economic and housing growth, are high on the Government’s priorities. The Localism Act, the Framework, ministerial statements and budgets recognise the importance of housing and significant economic imperative of encouraging new development proposals within appropriate locations. Within this context, the planning system plays a crucial role in this approach to facilitating new development proposals.

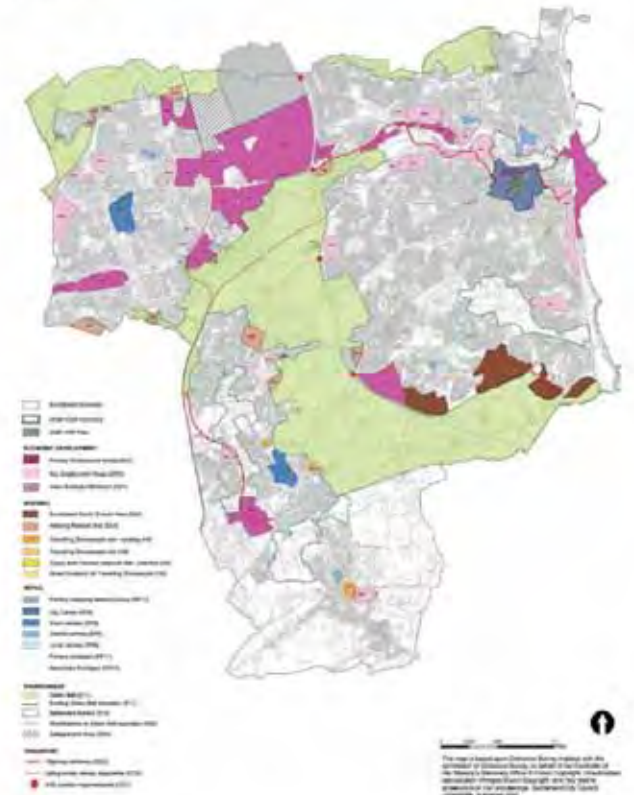
The key importance of the relationship between economic prosperity is reconfirmed in the draft “Housing Strategy for Sunderland 2017-2022” which supports “growth, choice and quality”. Cllr Graham Miller in his written forward says “New housing and a greater choice of housing is also a key part of our economic transformation strategy. The right mix of good quality housing of all types, sizes and tenures will underpin our skills offer to new business investment by meeting the needs of our current and future residents”.

In light of the above, BDW consider that the scale of the housing requirements within the Plan period should be increased to reflect the scale of economic growth proposed and the enhanced importance of IAMP; and that the role and importance of Washington as a housing focus should be recognised to ensure that housing and employment are co-located to minimise out / in commuting and also to minimise reliance upon the car with its consequential adverse environmental implications.

The Washington Meadows site therefore represents an opportunity to provide quality housing in a sustainable location to go towards meeting the housing needs of Sunderland. The site is identified in the emerging Sunderland Local Plan under Policy SS3 as Safeguarded Land for future development, which should be allocated for housing. The site is in a sustainable location, within an urban context, accessible to employment and commercial opportunities with services and facilities nearby.

Appendix 1

Policies map



3.0 Need for Greenbelt Change

The Local Plan confirms that the scale of the need for both housing and employment is such that it cannot be met fully within the existing urban area. The Local Plan recognises that to meet these needs there is a requirement to incur into the Green Belt and hence that in principle “exceptional circumstances” to justify Green Belt release have been shown. BDW concur with this view.

BDW also recognise the importance of paragraph 84 of the Government’s “Framework”:

“When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary”.

In line with the above principle, Green Belt release should be in accord with the Spatial Strategy (as set out earlier in this Advocacy Report) and hence should focus upon the higher order settlements of Sunderland and Washington. These are the most sustainable settlements and hence it is these settlements that should be the focus of potential Green Belt release.

The Local Plan evidence base includes detailed assessments of land parcels to sieve the process to ensure that the most appropriate Green Belt releases are proposed. As part of that process, the Local Plan proposes the release of Washington Meadows from the Green Belt (as sites 401 and 697). BDW support the release of this site from the Green Belt and this Advocacy Report demonstrates why the Washington Meadows site should be allocated for housing use rather than being “safeguarded”.

It is clear from the site location plans and analysis that development of the site would not have a material impact on the Green Belt. The site is within a highly sustainable location on the edge of the built up area with development and major roads around its edge. The site does not serve any Green Belt purpose and as such development for residential purposes would create a logical long term boundary to the Green Belt.

The development of this site will not have a significant impact on any of the reasons for the Green Belt designation in the area. The new Green Belt boundaries will be drawn to provide a long term robust boundary. The development will not result in the coalescence of neighbouring towns, and will not encroach on the countryside nor affect the setting and special character of an historic town. Therefore, although the site is in the Green Belt it is a logical scheme with significant major benefits.

Availability

BDW have an Option interest in the site to bring it forward for development and therefore there is both a willing Landowner and a willing Developer. In accordance with the Framework therefore, there is both a willing Landowner and a willing Developer. In accordance with the Framework therefore, BDW considers the site is “available” for development now.

Achievable

BDW considers that development on this site is achievable. BDW has undertaken a suite of technical and environmental assessments to support the site’s promotion. Assessments relate to Transportation; Ecology and Drainage. These assessments accompany this submission. BDW is therefore not aware of any insurmountable constraints to the delivery of Washington Meadows.



Suitability

Washington Meadows can be brought forward on Garden Village principles as a further neighbourhood in the organic evolution of Washington New Town. The proposed masterplan shows how the development can be delivered as three walkable neighbourhoods set within a strong network of Green Infrastructure. This Green Infrastructure will provide a series of “blue” and “green” linkages retaining existing ecological and biodiversity features whilst also enhancing corridors and connectivity. Careful attention will be paid to both ecological enhancement and footpath / cycleway linkages to ensure that the new walkable neighbourhoods fully reflect the Garden Village principles. Washington Meadows will also deliver a new Primary School and a District Centre which will allow new residents to live within and create a “community” to meet their social and retail needs. Public transport linkages are to be enhanced as part of IAMP and these will be further enhanced to allow residents to meet their secondary education, cultural and comparison retail needs within Washington. The proximity to Nissan and IAMP ensures that future residents would have significant employment opportunities within appropriate walking and cycling distances. Washington Meadows can be delivered in phases to make an efficient and attractive use of the land. This site would allow housing to be delivered within an appropriate and sustainable location within Sunderland.

The site is located within a sustainable location adjacent to Washington, and major employment areas including Nissan and the proposed new IAMP. The development would clearly accord with the emphasis set out in the Framework, particularly concerning the need to deliver sustainable forms of development. Washington Meadows can provide aspirational housing to support the key workers of Nissan and IAMP and create a sustainable community as a further neighbourhood to Washington New Town.

3.0 Spatial Strategy to meet the need

Sunderland's economic development was historically based upon coal, shipbuilding and the Port. It will develop going forward with the Advanced Manufacturing and Automotive industries which have clearly different locational requirements.

The Borough of Sunderland comprises the main urban area of Sunderland, the coalfield communities (to the south and west of the City) and the new town of Washington. The Local Plan recognises that the historic evolution of Sunderland along with the more recent out-of-centre employment developments requires "geographical planning that reflects its diversity of form". The Local Plan seeks to focus upon both the "urban core" and also "other places that make up the city". BDW consider that a more focussed approach is necessary to reflect the diversity of Sunderland today, its new economic landscape and the need to deliver the "regeneration" and "growth" agenda.

BDW consider that the most appropriate spatial strategy is to not only recognise the importance of the Sunderland urban area but to also recognise the "polycentric" nature of the Local Authority area by designating Washington as a "Principle Growth Settlement" and hence differentiating it from the Coalfield communities which would be designated as "Growth settlements". In this way the focus upon "regeneration" within the urban areas is maintained whilst the spatial strategy sets out a framework for identifying suitable "growth" areas through sustainable urban extensions based upon the principles of "sustainable development".

BDW fully support the growth ambitions of Sunderland, especially around the "automotive cluster" created by Nissan. BDW are also fully supportive of the development of IAMP to underpin the continued success of the automotive and advanced manufacturing sectors and to deliver supply chain benefits for Nissan.

This economic growth strategy should be accompanied by a similar housing growth strategy for Washington. BDW is promoting a sustainable urban extension to the east of Washington, "Washington Meadows". BDW has an established market presence in Washington completing a series of successful developments in recent years. From this experience BDW is acutely aware of Washington's housing needs and the potential importance of the development proposal for the wider region. Washington's location in relation to Sunderland, Newcastle and Durham is at the heart of the North East's strategic road network. It boasts a series of local centres with excellent recreational and leisure offers. Washington's existing schools are performing well at all entry levels and access to employment is amongst the best in the region. With the arrival of the ground-breaking IAMP project, Washington's appeal will continue to grow. Its future employees will require high quality housing of all sizes, not currently available in North Sunderland.

BDW has completed three sites in Washington in recent years and are close to finishing another at Teal Park Farm. Each had a specific mix targeted at Washington's needs generally selling over 30 homes

per year whilst experiencing the economic recession. BDW customer analysis data demonstrates that not only is there a strong demand with existing residents for new homes in Washington, but also from people in the surrounding towns across Tyne & Wear and North Durham. The Core Strategy recognises the limited availability of suitable development land in Washington. Furthermore it acknowledges the viability limitations of wider North Sunderland. Washington Meadows, therefore provides a unique opportunity for a comprehensively-planned development that elevates Sunderland's potential and compliments its economic ambition. In partnership with Sunderland City Council, the BDW vision is for a development underpinned by its landscape, infrastructure and service quality. Washington Meadows' appeal will be far reaching seeking to retain the most gifted young people, support growing families and attract highly skilled executives. With its size it also presents an opportunity to carefully cater for those with specific needs too.

The Washington Meadows development can deliver much needed "aspirational housing" to meet the housing needs of Sunderland in a highly sustainable location immediately adjacent to both Nissan and IAMP. Washington Meadows will support the coexistence of jobs and homes with the ability for workers to access jobs by public transport, foot and cycle. It will also deliver new expenditure, green infrastructure and community facilities to support and reinforce the existing services within Washington. To achieve this approach, BDW consider that the

Local Plan should:-

- Focus the majority of development upon Sunderland urban area but review the likely housing yield from "urban" SHLAA sites to ensure that they can all be delivered within the Plan Period. We consider that the number of houses expected from this source should be reduced.
- Prioritise Washington as a "Principle Growth Settlement" and seek to focus new housing and development into it to maximise the benefits of its role as an economic growth hub. This too would require a reassessment of the likely housing yield from "urban" SHLAA sites to ensure that they can all be delivered within the Plan period but also the allocation of Washington Meadows as a sustainable urban extension to be delivered in part within the Plan Period and in part beyond the Plan Period as "safeguarded land". This would more appropriately recognise the role and importance of Washington.
- Identify the Northern Coalfield Settlements as "Growth Settlements" to meet more localised housing and employment needs whilst supporting the role that new housing development can play in driving forward regeneration within these settlements. The proposed areas of Green Belt release within these "Growth Settlements" should be reassessed on an individual basis to consider whether they should remain as housing allocations or may be more appropriately identified as "safeguarded land" to give permanency to the Green Belt, whilst phasing development in these locations to ensure that the focus would remain upon Sunderland and Washington.

Settlement	Settlement categorisation	Indicative scale of growth
Sunderland (including North Sunderland)	Main urban area	Housing - Minimum of 50% Employment - Minimum of 45%
Washington	Principle Growth Settlement	Housing - Minimum of 30% Employment - Minimum of 35%
Northern Coalfield settlements (including Houghton-le spring and Hetton-le-Hole)	Growth Settlement	Housing - Maximum of 20% Employment - Maximum of 20%

This Framework Advocacy will consider the opportunity afforded by Washington Meadows in more detail.

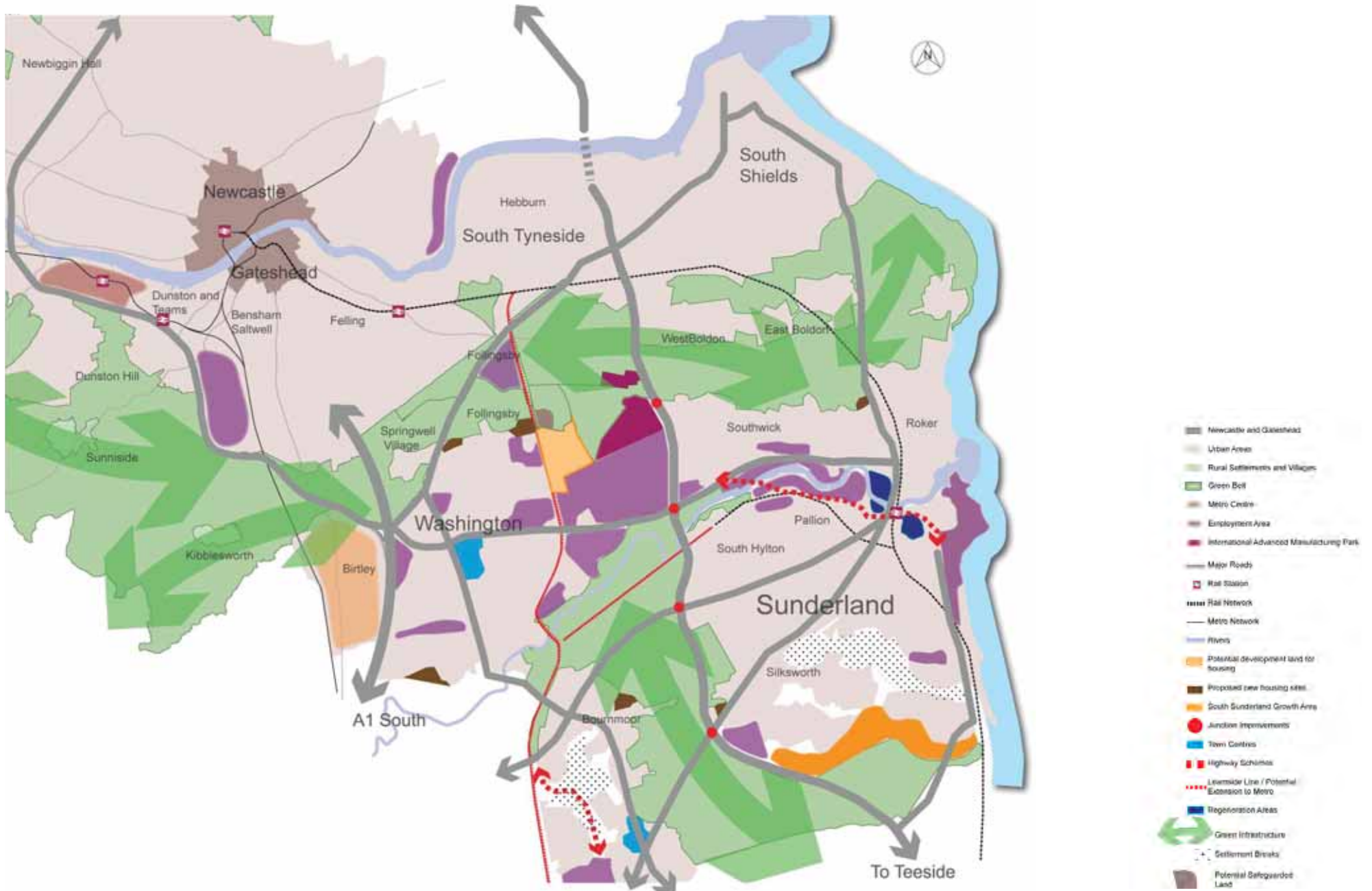




Stevenson
Industrial Estate

Sulgrave

A1290



5.0 Washington New Town

History and Evolution

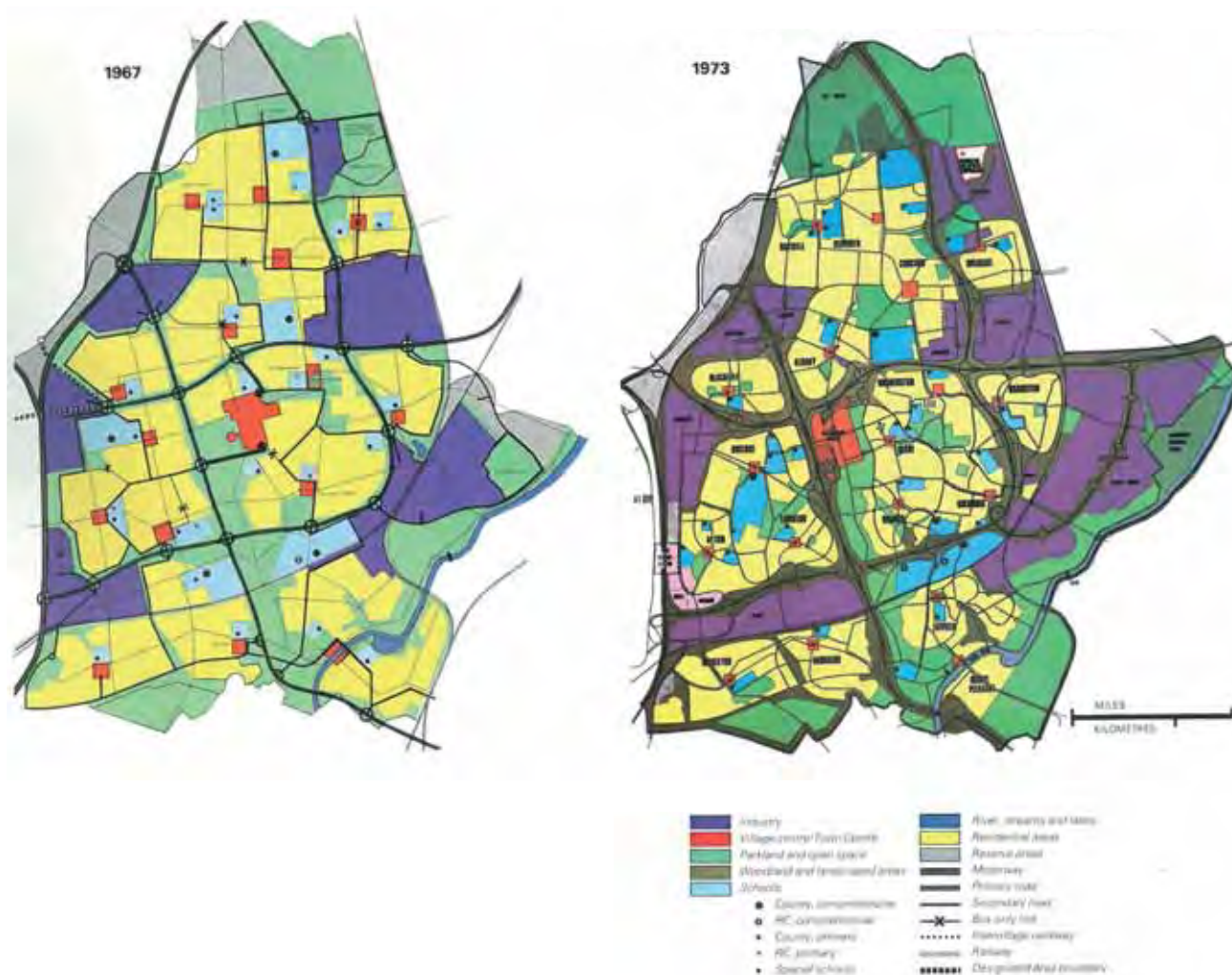
Washington has three overlapping layers of history – firstly, as a group of ancient pre-industrial rural settlements; secondly, as industrialising modern communities; and thirdly as a planned new town made up of a number of villages.

The new town of Washington is divided into eighteen districts or ‘villages’. Eight of the districts in the town are built on the sites of existing villages, of which the most historic is Washington village itself, which is the home to the ancestors of George Washington, the first President of the United States.

There had been mining in the Washington area from at least the 1300s, initially focused upon the southern part of the town of Washington. At the beginning of the 20th Century, 23 collieries teemed their coals into keels on a two-mile stretch from Lambton Park to Washington Staithes and 300 keels passed down to Sunderland to load up seagoing colliers. These mines were significant because of their importance in continuing to supply coal to London through the port of Sunderland.

By the 1960s, however, the mines started closing which generated significant employment issues. For example, when Washington F Pit closed in 1968 it was employing 1,500 people. The New Town culture in the North East was a way of dealing with the repercussion of the declining coal mining, shipbuilding and heavy engineering industries. In 1964, Washington Development Corporation was created. It was intended to provide new housing for existing communities in the area as well as for overspill populations in neighbouring Tyneside and Wearside. One of its primary aims was to create new jobs. By 1988, when the Corporation was dissolved huge swathes of dereliction were regenerated, new homes were built, factories opened and thousands of trees and shrubs were planted.

Washington New Town covered 5,300 acres much of which had been open countryside dominated by scattered pit villages, pit rows and collieries. The masterplan for the town was drawn up by Llewelyn Davies who had also designed the new town of Milton Keynes in Northamptonshire. The development of the new town of Washington began in the 1970s and by 1981 there were sixteen districts or ‘villages’ with a further two - Lambton and Ayton - developed later.



Washington New Town Masterplan

The main masterplan criteria was the need for long term flexibility, so the intention was to create a pattern of roads of equal status and create a grid of half miles squares taking account of existing development and topography. The grid was intended to give flexibility in accommodating wide variations of land use over the years and to provide areas suitable for contained residential and industrial development. The grid is illustrated in the diagram below. Within the grid a series of residential areas were proposed with 65 ha within each grid square accommodating a residential population of 4500 people with schools, shopping facility and open space. This village concept was developed with journeys within the village on foot and village walkways serving as main routes to schools and shops outside the areas. The main objective of the villages was to help create communities. It was proposed that each household would share a large communal garden which was completely enclosed enabling toddlers to play safely and serve as a back fence gossip ground. It was intended that each village would have it's own readily recognised identity obtained from topography, design of housing existing buildings or a specialist function that would attract people from outside the village.

The main aim of the masterplan proposals were to design a town which would accommodate growth and change more easily than the patterns of traditional towns. The plan sought to break away from the rigid separation of land uses in earlier new towns where industry was grouped into one or two very large industrial estates and housing into large neighbourhood units. Therefore industry and employment land uses were distributed throughout the town close to the major road network with residential areas consisting of about 4500 people.

Washington has successfully achieved many of it's original objectives and the town plays a critical role in the City's and region's economy. The most notable success has been Nissan which is one the regions primary employer's alongside the associated supply chain. As a settlement the town has proved popular through it's strategic location between the A19 and A1 which ensures it benefit from excellent access to the Tyne and Wear conurbation.



6.0 Garden Village Context

Over the next 20 years, to keep pace with increasing housing need, around 240,000 new homes are required to be built in England each year. Sunderland has identified a need for 13,824 new homes and published its draft local plan

The case for garden cities is compelling with the current housing situation in the UK creating hardship and inequality for millions of people.

The 2014 Wolfson Economics Prize sought to develop an answer to the question of how to bring about a new garden city. The winning submission prepared by David Rudlin and URBED argued for the near-doubling of existing large towns in line with garden city principles, to provide 86,000 new homes for 150,000 people built over 30-35 years.

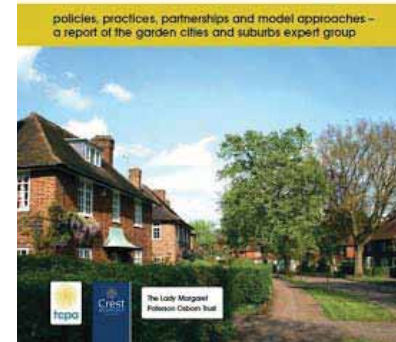
The Policy Exchange report "Garden Villages - Empowering localism to solve the housing crisis" adds to the Rudlin report and need for many small new 'garden communities' (as well as some large ones) if we are to redress the housing problem in a locally responsive way.

In 2014, Government prepared its prospectus on 'locally led' Garden Cities setting out a broad support package that Government will offer localities which are ambitious in terms of scale and delivery, and set high standards for design, quality and the provision of green space. This prospectus builds on the historical Garden Cities concept, and a legacy of new town development to support the delivery of new Garden Cities fit for the 21st century.

"The scale of the housing crisis is immense and lots of Local Planning Authorities need to find thousands more homes in their local plan – housing needs that will continue to grow as the population grows and ages. When people comprehend the scale of housing need over time, they will better understand that fighting over each planning application for another small housing estate won't end the pressure for homes in their back yard, and that planning needs to be a lot more imaginative than delivering a five year supply of housing estates only to be followed by another and another. That short-sightedness only delivers endless small mean estates without facilities, on the very green fields we most care about." - Garden Villages - Empowering localism to solve the housing crisis, Policy Exchange 2015.



creating garden cities and suburbs today



the art of building a garden city

garden city standards for the 21st century





7.0 Completing the New Town

Washington Meadows

Washington Meadows is a natural eastward expansion to Washington New Town based upon Garden Village principles. The site is located in a sustainable location and is well defined by existing roads, natural features and tracks. The site is located on the A1290, adjacent to Washington, Nissan and the International Advanced Manufacturing Park (IAMP) proposals and is of sufficient scale to create a new community.

The development of Washington Meadows follows on from the organic growth of Washington New Town through the creation of a further neighbourhood. It will be the nineteenth "village" of Washington New Town. When the New Town was created it was not envisaged that Nissan or the IAMP would be developed to the east. These newly created employment growth poles have changed the "balance" of Washington New Town by reinforcing its eastern hinterland. Washington Meadows provides the opportunity for Washington New Town to respond to this eastern growth by delivering a new neighbourhood which both benefits from its proximity to Nissan and IAMP but which also acts as a key "connector" between the current New Town and its new employment hinterland. Washington Meadows can provide the Green Infrastructure,

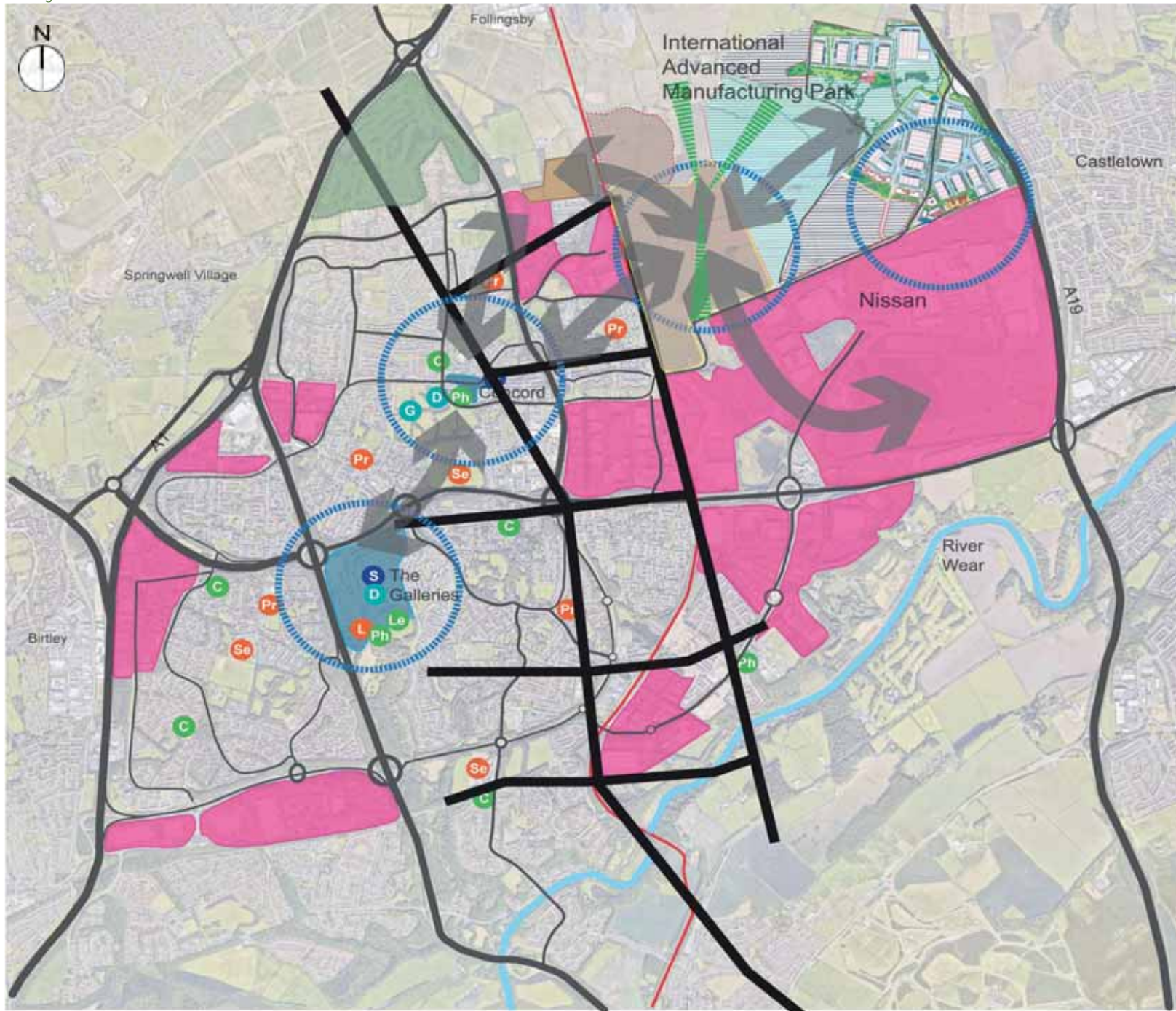
pedestrian and cycle linkages between the New Town and the employment areas to ensure that they are fully integrated and that maximum benefit is delivered for the New Town from the employment areas. Washington Meadows is therefore an appropriate 21st Century response to the New Town movement by embedding "Garden Village" principles as part of the further evolution of Washington.

BDW consider that Washington Meadows is entirely appropriate in locational terms for a residential led neighbourhood. In light of this conclusion, we will now assess it against the criteria for identifying allocations in the National Planning Policy Framework, which states that local planning authorities should identify sufficient deliverable sites to deliver housing in the first five years. To be considered deliverable, sites should be available, suitable and achievable.



Vision precedents





- S** Supermarket
- Pr** Primary School
- Se** Secondary School
- L** Library
- G** GP Surgery
- D** Dentist
- Ph** Pharmacy
- C** Community Centre
- Ph** Public House
- Le** Leisure Centre
- Employment**
- Safeguarded Area/Propo**
- Housing Release Site**
- Proposed extension to sa**
- Town Centre / Local Cent**
- Sports and Recreation**
- Strategic Connection**
- 400 meter radius**
- Leaside Line**
- Green Route Linkages**

8.0 Sustainable Development - Economic

Jobs and Homes Relationships

Washington Meadows lies immediately to the north of the large Nissan automotive factory; to the west of the proposed IAMP; and within appropriate walking and cycling distance of the large employment areas that straddle the A1231. These employment areas are the heart of the Wearside employment hub and are the engine for its future growth and prosperity.

The South Sunderland Growth Area is some 5 miles to the south of these areas and access to these areas from South Sunderland would necessitate a journey by car. This is also the case for several of the new housing release sites which are situated in Houghton-le-Spring.

Washington Meadows benefits from its adjacency to these employment growth areas as it allows residents from Washington Meadows to access jobs by alternative means to the private car. The Nissan Plant employs 7000 people directly and underpins over 20,000 supplier jobs. IAMP is now proposed to comprise 150ha of advanced manufacturing development to "near shore" additional supply chain opportunities for Nissan. Washington Meadows provides the opportunity to "near shore" new high quality homes also in close proximity to these major employment areas to build upon sustainability and adjacency principles.

Washington plays a key role within Sunderland and the wider sub region, as a major source of employment and will continue to be so for many years. It provides Sunderland with the majority of its economic development land (54%) and is an important settlement within the Tyne and Wear area. The planned IAMP will create further demand for housing nearby.

Washington Meadows will be a highly sustainable new neighbourhood as it will encourage journeys to work by foot and cycle as well as by public transport.



9.0 Sustainable Development - Social

Services and Facilities

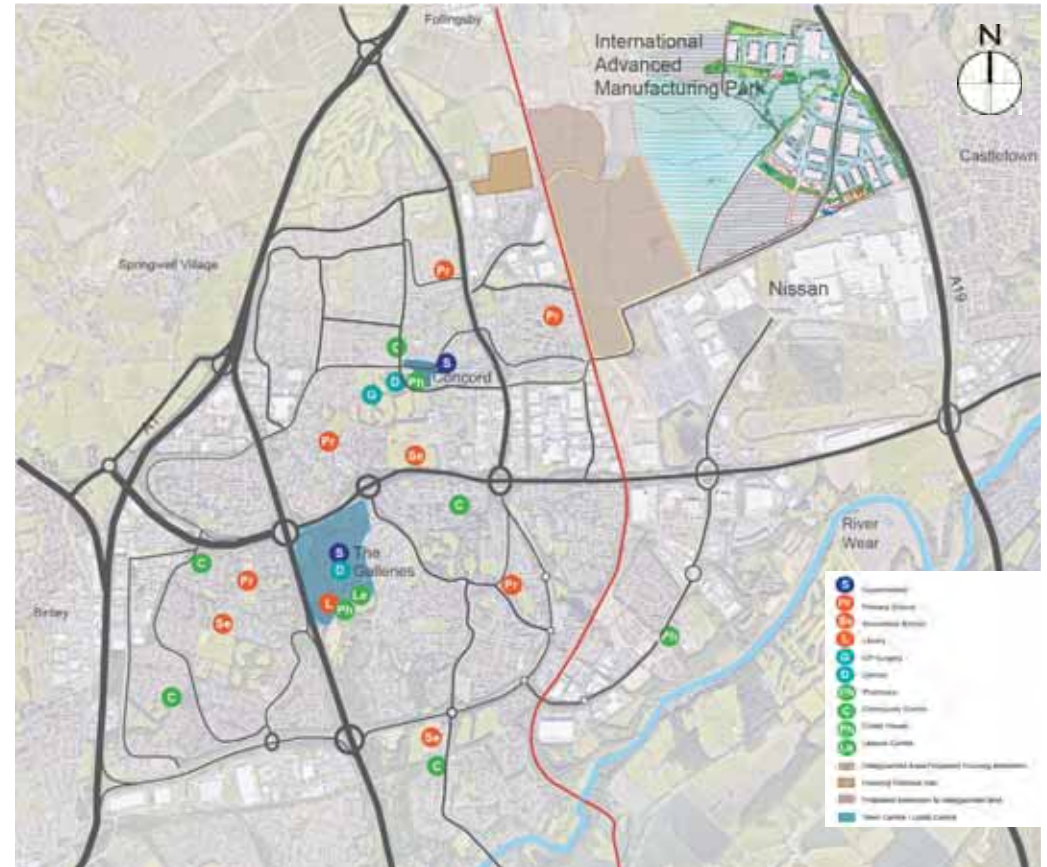
Washington is a planned New Town with a full range of services and facilities. According to the 2011 Census it had a population of 67,085 compared to 53,388 in 2001. It has a series of Primary Schools, four Secondary Schools and two Sixth Form Colleges. Most retail facilities are concentrated at either The Galleries or in Concord. Washington also contains two leisure centres, the Washington Leisure Centre next to the Galleries and Northumbria Centre on the northern periphery of the Town. It also has three Libraries, a new Primary Care Centre and Community Wellness venues.

Washington contains approx. 20% of the city's population and approx. 19% of the housing stock which is mainly terraces (36%) and semi-detached properties (27%). Washington is a main Town within Sunderland and hence is a sustainable location upon which to focus future development. The Washington Meadows development will function as a new neighbourhood for Washington New Town and hence it will predominantly rely upon existing Washington New Town services and facilities. The addition of up to 1800 new houses at Washington Meadows will provide additional expenditure and patronage within Washington's existing facilities that will help to support and reinforce their vitality and viability.

Washington Meadows will however also need to provide a level of services and facilities to ensure that local shopping and educational needs can be met within the neighbourhood. In this way, Washington Meadows will provide a new Primary School to meet the pupil yields generated by the development. Secondary school children will attend existing Secondary Schools within Washington. BDW has commissioned EFM Ltd to assess education provision in Washington, which concludes that the new primary school will need to be delivered around the 500th dwelling and in terms of secondary provision there is significant capacity available for this development now and in to the future. In terms of Early Years provision this will be accommodated either as part of the new Primary School build and potentially through the provision of a room in the Community Hub.

A new District Centre will be provided as part of Washington Meadows. This will be carefully planned to ensure that it meets the "top-up" requirements of residents without undermining the retail core of Washington. It is envisaged that the new District Centre will comprise an anchor food retailer (expected to be 15-20,000ft2) along with unit shops to provide choice and variety. This level of provision will compliment and not compete with either Washington Town Centre or the proposed hub and ancillary uses proposed as part of IAMP. The latter is focused more upon a hotel, gym, training and workspace with only limited small scale retail being proposed.

Washington Meadows will also deliver significant areas of new green infrastructure which will include recreation as well as ecological / biodiversity areas. A more detailed assessment of the social infrastructure necessary to support Washington Meadows will be undertaken as the masterplanning progresses.



Washington High School



The Galleries Transport Interchange



The Galleries Retail Park



The Galleries Leisure Centre



10.0 Sustainable Development - Social

Public Transport, Pedestrian and Cycle Linkages

WSP has undertaken a Sustainable Access and Transport Strategy. It is intended that Washington Meadows will be fully complementary to the proposed IAMP development, with a fully permeable network of routes and the principle of inclusive design ensuring that sustainable travel modes offer high quality passage between the two sites. The opportunities at the site to enable a variety of sustainable transport modes reduces dependency upon the private car to facilitate short distance trips between adjacent residential and employment developments.

The site is well connected to the surrounding area being located adjacent to the A1290, which will provide the main access into the site. Several bus services run along Washington Road including the 56 which connects Sunderland City Centre with Newcastle City Centre via Concord and the No 50 which runs between Chester-le-Street and South Shields.

As the masterplan framework for Washington Meadows gains momentum, further multi-modal analysis of the surrounding transport system will be undertaken to fully assess the demand implications on the local and strategic road network. This analysis will consider the impacts of extraction and modal integration. At this early stage it is likely that the various junction and link capacity upgrades required to facilitate the delivery of IAMP will provide an element of additional capacity which will support in part the development of a sustainable urban extension to Washington.

It is considered that the proposed Washington Meadows should also enhance future business case development required to demonstrate the positive benefits to be derived from transport investment in the area. Additional benefits associated with the synergies between the two developments could be the ability to attract alternative funding sources associated with the strategic residential development proposals.

The Washington Meadows proposals could also assist in reducing the need for longer distance commuter trips by providing access to significant infrastructure and employment sites locally, thereby reducing the impact on the wider transport network and creating a truly sustainable, integrated community

Furthermore, if the IAMP proposals and the sustainable urban extension are considered in parallel, it is likely that further benefits will be realised as a result of the juxtaposition between complementary housing and employment sites that could be integrated into the fabric of future transport strategies developed for the surrounding area. These could include, but are not limited to:

- The provision of commercially viable public transport provision.
- Complimentary sustainable transport initiatives.
- Integrated transport hubs and supporting facilities.
- Shared travel planning initiatives.
- Long term infrastructure investment strategy.

Longer term, Sunderland City Council has identified the re-opening and future re-use of the Leamside Line. The former Leamside Line is identified as providing opportunities for a range of railway uses including improving connectivity between Washington and Sunderland (by taking in the former Penshaw Pallion Line) and southwards into the Coalfields Area. There is an opportunity through a planned garden village settlement to integrate this with a new station / metro connection that could utilise the Leamside Line and make a significant move towards encouraging additional sustainable modes of transport.

Furthermore, there is also potential for a Washington Eastern Relief Road, which could become a key bus corridor linking through the proposed garden village northwards towards the A195 to link in with the proposed housing allocation north of Marwell Drive.



11.0 Site and Surroundings

Site Location and Context

The site is located immediately east of Washington and Sulgrave village. It is located on the A1290, adjacent to Washington, Nissan and the International Advanced Manufacturing Park (IAMP). To the north of the site is Follingsby Park a large industrial estate.

Site Description

The site forms a series of agricultural fields which are framed by an area of grassland. At the Southern end of the site is Elm Tree Farm Garden Nursery and Tearoom which sits within several grass fields. The A1290 has been recently realigned as part of wider highway improvements associated with the nearby enterprise zone. The south eastern boundary is defined by the A129 and the eastern extent of the site abuts the IAMP boundary as defined in the adopted IAMP Area Action Plan (November 2017). The area of land immediately to the south east of the Washington Meadows site is defined as an indicative 'Ecological and Landscape Mitigation Area'.

The eastern part of the site forms a series of arable fields with a small woodland copse close to the eastern edge and several east west hedgerows. To the north east and northern boundary is a tributary to the River Don.

The western part of the site is characterised by a series of fields which form 'improved grassland'. Semi improved grassland runs through the middle of the site and there is also an area of marshy grassland along the southern area of the site on the eastern boundary close to Elm Tree Farm Garden Nursery. In the north west corner of the site is an area of fen with reedbed and marshy grassland. Along the eastern side of the site are wet ditches and passing through the middle of the site, running water forming a tributary to the River Don. The north eastern edge follows a tributary of the River Don.

Site Boundaries

The site area extends to approximately 98 hectares and is bound:

- To the north by a well-defined and established field hedgeline and watercourse.
- To the east by a further hedgerow and existing field boundaries which abut the IAMP AAP boundary.
- To the south of the site by the A1290 and former A1290 (now realigned).
- To the west by existing field hedge boundaries and dismantled railway line.

Key

Study area



Aerial photograph showing the site in relation to the wider area



Location of viewpoints

Follingsby Lane Open Cast

Cleadon Hills to the east



View looking east across site and towards Cleadon Hills



View looking south-east towards Nissan



View looking north-east

Viewpoint 4



View looking west towards Washington and Sulgrave

Viewpoint 5



View eastwards from the middle section of the site

Viewpoint 6



View to the north-west of the site

Viewpoint 7



Tree lined feature running north south through the middle of the site

Leamside Line

Existing water feature

Stephenson Industrial Estate

Viewpoint 8



View looking south-west with water course running north south

East House Farm

Follingsby Opencast

Viewpoint 9



View north towards East House Farm

Viewpoint 10



View west from the site towards Leamside Line and Stevenson Industrial Estate beyond

Viewpoint 11



Tree lined feature in northern part of the site looking westwards

12.0 Character Analysis

Historic Evolution

The site has remained in agricultural use with areas of natural grassland around the periphery for a considerable period of time and does not have a history of any built development. Washington has several layers of overlapping history - firstly as a group of ancient pre-industrial settlements, secondly as industrialising modern communities and thirdly as planned new town made up of a number of villages.

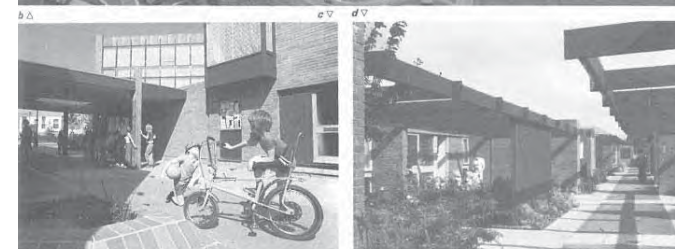
The new town is divided into eighteen districts or "villages". The nearest village to the Manor Farm site is Sulgrave located east of Concord and Usworth. The Sulgrave village forms a planned village which is characterised by terraced runs of two storey properties and an area of higher density housing around Marlborough Road.

Archaeology and Cultural Heritage

No archaeological constraints have been identified on the site. The Leamside Line running along the western edge of the site was originally part of the Durham junction Railway and has interest as part of a historic network of railway lines and therefore may have some industrial archaeological interest.



Historic images of Washington new town housing developments



Wider Context

Consideration has been given to the typical characteristics of the surrounding area including Sulgrave and Concord. Sulgrave is characterised by terraced runs of two storey housing and maisonette units set around large parking courtyards. A distinctive pale brown brick is used in the new town housing.



Sulgrave, Washington



Cherwell, Sulgrave



Usworth Station Road

To the south of the site, the character is influenced by the various employment activities including large storage warehouses associated with Nissan's works site and a large car parking area where Nissan store cars. Barmston Pond is located between the large expanse of new Nissan plant and the Washington Highway. Vantec have recently constructed a large warehouse directly south of Elm Tree Farm Garden Nursery. East of the site are open fields with no built development although this will change once new development comes forward as part of the IAMP proposals. North of the site is East House Farm which is located to the south of the River Don.



Surrounding agricultural fields



Nissan plant to the south east of the site

National Landscape Character

There are no statutory or non-statutory designated landscapes within the application site. The site falls within the North East NCA 14 : Tyne and Wear Lowlands Area. This is described as an area of gently undulating or rolling land, incised by the valleys of the major rivers and their tributaries. It is densely populated and heavily influenced by urban settlement, industry and infrastructure. Between settlements there are wide stretches of agricultural land.

Key characteristics include:

- Widespread urban and industrial development with a dense network of major road and rail links and the spreading conurbations of Tyneside in the north. Dispersed towns and villages further south.
- Between settlements, wide stretches of agricultural land with large, regular, arable fields bordered by hedgerows with few hedgerow trees, often with large farmsteads and urban fringe pasture land with pony and cattle grazing.
- Strong legacy of mining, much restored to agriculture, forestry, industry, housing and amenity uses such as country parks, linking urban areas with countryside and coast by transforming wagon-ways to cycle routes and footpaths.

Visual Context

The site is relatively open terrain and there are views into it from the recently realigned A1290. The western extent of the site is physically enclosed and defined by the former Leamside Line and a linear run of trees that flank either side of the disused railway line. The wider site has the appearance of a relatively flat site although on the land closest to the western boundary there are undulations and depressions.

The site comprises a series of agricultural fields and rough grassland alongside areas of marshy bog which are associated with water courses. Within the site are a series of native hedgerows alongside small areas of scrub, lowland fen (reed-bed), lowland meadows and pastures.

The land adjacent to the IAMP area is primarily agricultural arable land.



National Character Area Profiles

13.0 Detailed Site Analysis

Surrounding Land Use

To the west and beyond the Leamside Line is the residential neighbourhood of Sulgrave. North of this is an industrial estate known as Stevenson. Nestled in the middle of the estate is an area of housing. To the south west, south and south east are various employment areas and industrial estates including Glover, Nissan and several warehouses adjacent to Barmston pond. East of the site are open agricultural fields which run towards the A19 and which form part of the IAMP area. To the north is the River Don and a series of agricultural fields which extend northwards to Follingsby Lane. Beyond Follingsby Lane is Follingsby Park, another employment area with warehouses and industrial buildings. East of this is a former open cast site.

Further to the west of the site is more residential development with areas of public open space and a local high street along Glover Road as well as the Galleries Retail and Shopping Centre.

Leamside Line

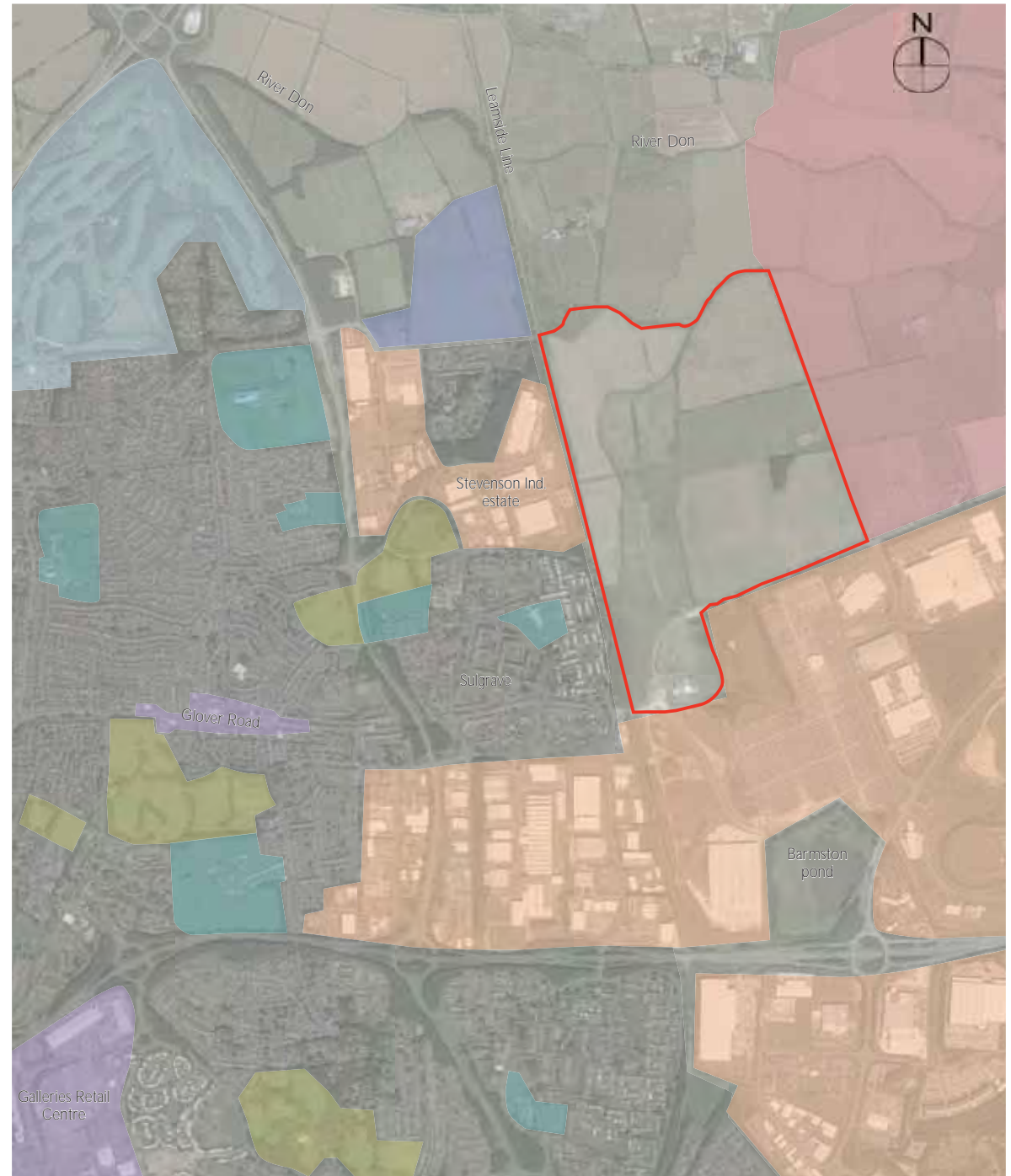
The Leamside line runs along the western boundary of the site and whilst it has remained disused for some time is identified in the emerging local plan and presents an opportunity for a range of railway uses including improving connectivity between Washington and Sunderland (by taking in the former Peshaw-Pallion line) and southwards into the Coalfield area. The plan states that the council will continue to work with its sub-regional partners and transport infrastructure stakeholders to investigate the potential of this line and will support proposals that benefit the city.

The plan states that the design of new development should not conflict with the potential for the Leamside Line's re-instatement. The Leamside Line has been identified as one potential corridor in the NECA Metro and Light Rail Strategy that could be utilised as an extension for Metro and local rail services. There are other long-standing aspirations from other stakeholders regarding the line, including utilising it as an alternative path for HS2 if plans were to materialise to serve Newcastle and the North East directly, regional rail services, park and ride at Durham Belmont and rail services and some freight traffic.

The proposals are very preliminary at the moment but there is potential for significant use of the line. Given this it is recommended that a stand-off from the rail line would be 30m to the frontage of the nearest building. This would mitigate against vibration and also maximum noise levels from train pass-bys.

Key

- Residential
- Public open space
- Educational use
- Commercial/ industrial
- Retail/ leisure centre
- Sports amenities
- IAMP site
- Housing release site
- Study area



Topography

The western part of the site has a gradual slope from the highest point along the western boundary to the lowest point along the eastern boundary. The eastern part of the site is relatively flat with few undulations. The diagram opposite illustrates the change in levels across the site.

Watercourses

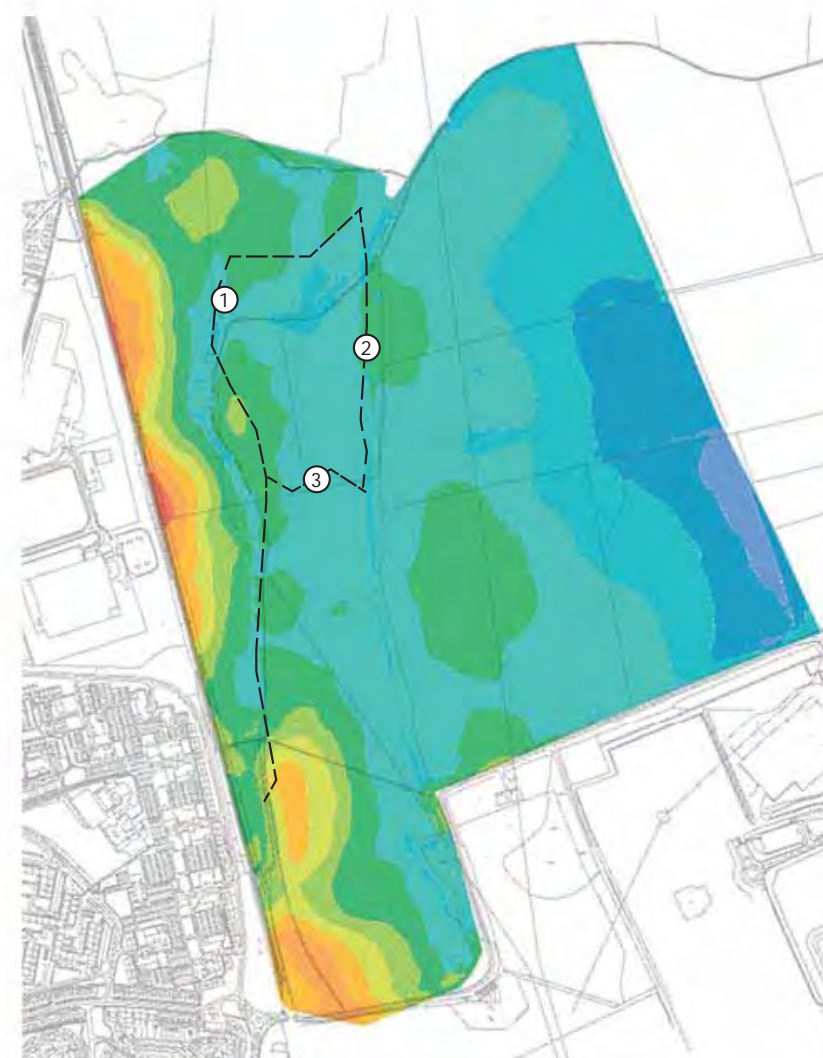
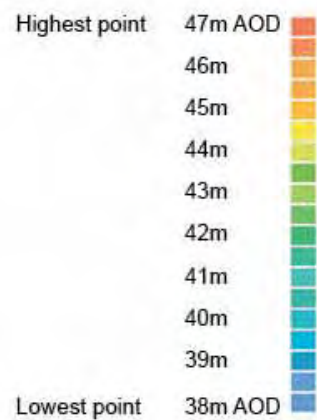
The site has;

- ① A small un-named watercourse running generally from the south west of the site to the northern edge.
- ② A small un-named watercourse running north-south, centrally, towards the Northern section of the site.
- ③ A drainage ditch running east between the two un-named courses.



Photographs of the watercourse within the proposed site

Key



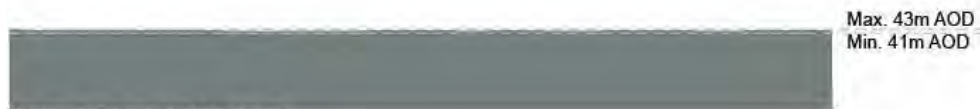
Illustrative topography diagram of the proposed site



Section 1-1 (scale 1:5000 @ A3)



Section 2-2 (scale 1:5000 @ A3)



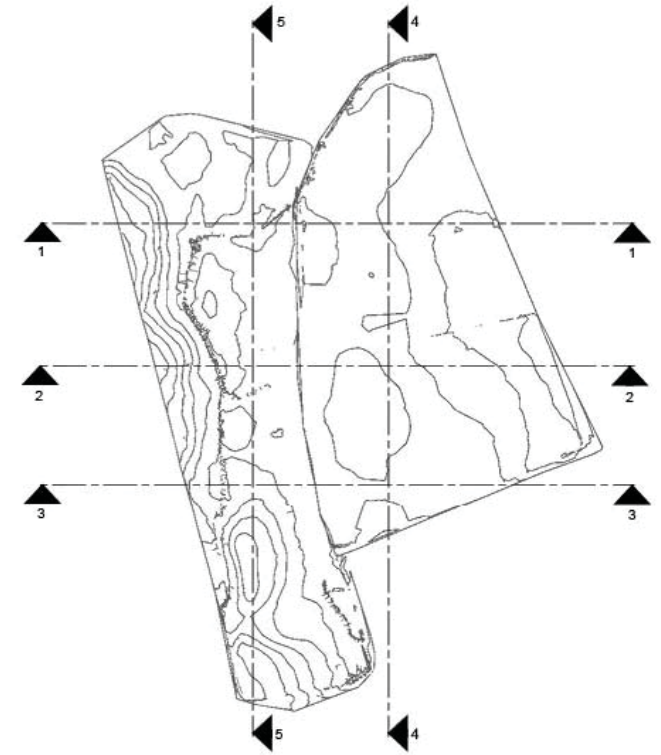
Section 3-3 (scale 1:5000 @ A3)



Section 4-4 (scale 1:5000 @ A3)



Section 5-5 (scale 1:5000 @ A3)



Section location diagram (not to scale)

Local Services and Facilities

The site is within walking distance to all the local facilities on Victoria Road, including doctors surgery, local supermarket, public houses, restaurants and a variety of other local shops.

The Galleries shopping centre and retail park is approximately 2.5km to the west of the proposed site with several larger retailers, a supermarket, restaurants, banks and leisure facilities.

There are a number of bus stops within walking distance to the proposed site, and bus stations next to the shops on Victoria Road and at The Galleries shopping centre and retail park.

There are also a number of nearby educational facilities, including several primary schools, secondary school and a sixth form college located to the west of the site. The former railway line, however, acts as a physical barrier restricting pedestrian movement to the west.

Key

- Further Education ● F
- Primary school ● P
- Secondary school ● S
- Local supermarket ● Lo
- Supermarket ● Su
- Public House/ restaurant ● Pu
- Sport/ leisure facility ● Le
- Doctors Surgery ● GP
- Dentist ● D
- Public park ● ●
- Bus stops (adjacent to the site) ● ●
- Local high street amenities (Victoria Road) ○
- Regional retail/ shopping centre ○



Local facilities plan

Transport

Local Road Network

The site is adjacent to the A1290 which connects the A19 via the Downhill Interchange to the east, the A195 via Glover Road to the east and the A1231 via Spire Road to the south.

The A1290 runs in an east-west direction and provides access to several commercial areas via a series of roundabouts and junctions. The road is a single carriageway and is subject to a 40mph speed limit as it passes the site. A shared use foot/ cycleway is available to both sides of the carriageway in the vicinity of the site connecting the Nissan's works and Washington Business Centre to the A19 and Town End Farm then northwards towards West Bolton.

There are existing frequently served eastbound and westbound bus stops on the A1290 adjacent to the site and within reasonable walking distance to the proposed development site.

Glover Road runs in an east-west direction and is a single carriageway and is subject to 30 mph for the majority of its length. A shared use foot-way is available to the northern edge of this link and the footway is set back a notable distance from the road. Street lighting is present along Glover Road.

The A195 runs in a north-south direction to the west of the site and meets the A194 (M) to the north. It is a single carriageway which flares to two lanes on the approach to the A195 / A1231 roundabout and this section is subject to a restricted speed limit. Street lighting is present along the route.

Spire Road links to the A1231 Sunderland Highway in the south to Glover Road in the north. It is a single carriageway road subject to 30mph speed limit. Access to commercial units along Spire Road is via priority junctions. Footways and street lighting are present on both sides of Spire Road. Spire Road forms part of a bus route and bus stops are present on both sides of the road.

Site Access

WSP has undertaken a Transport Appraisal for the site. This demonstrates that the site is well connected to the surrounding area, located adjacent to the A1290, which will provide the main access into the site. There are already junction heads providing field access which can be adapted to provide vehicular access. The intention would be to create a linear vehicular route through the site capable of accommodating buses and providing vehicular access to the housing.

It is proposed that vehicular access to the site will be provided to/from two principal access points from the A1290. The main access loop road will be designed as a 6.7m single carriageway with 10m kerb radii. A smaller secondary access onto A1290 could also be provided approximately 120m east of the main site access, to serve as an emergency access point.

The masterplan has been developed to ensure that future access can be provided to the east and to the north to access land which has been safeguarded for future residential development. This would provide access towards the A195 to link with the proposed housing allocation north of Marwell Drive, although this would require a new rail bridge crossing of the Leamside Line.

Public Transport

Several buses run along Washington Road including the 56 which connects Sunderland City Centre with Newcastle City Centre via Concord and the No 50 which runs between Chester-le-Street and South Shields.

Pedestrian and Cycle Movement

The masterplan developed for the Washington Meadows site seeks to provide opportunities for different modes of travel. A series of pedestrian and cycle routes will run within north south green corridors. There are opportunities for linkages to the west to connect with Sulgrave and existing residential neighbourhoods however given the safeguarded nature of the railway line new pedestrian crossings could be required to achieve this.

Sustrans maps show several cycle routes within the area. National Cycle Route 7 Consett & Sunderland Railway path run along the river Wear approximately one kilometre to the south. Regional Cycle Route 11 is approximately 3km to the north-west which connects to the river Tyne and Newcastle and Gateshead. A further section of cycle-path can be found along the A1290 which connects into the site. A shared footpath is also identified within the transport assessment, running west towards the local high street along Glover Street (A1290).

Transport Appraisal

It is recognised that significant improvement to the transport network will be required to support the development of the IAMP and that the parallel Washington Meadows SUE would support the ability to secure investment from Government sources, help leverage additional funds from the private sector and provide the opportunity to:

- Maximise the value of public sector infrastructure investment in providing the catalyst for housing and employment growth;
- Develop opportunities for cross modal integration;
- Influence sustainable travel behaviours from the outset of the housing and commercial development;
- Provide additional evidence to strengthen the emerging business case for infrastructure investment;
- Leverage additional inward investment; and
- The development of a high quality residential environment in an area of increasing market demand.

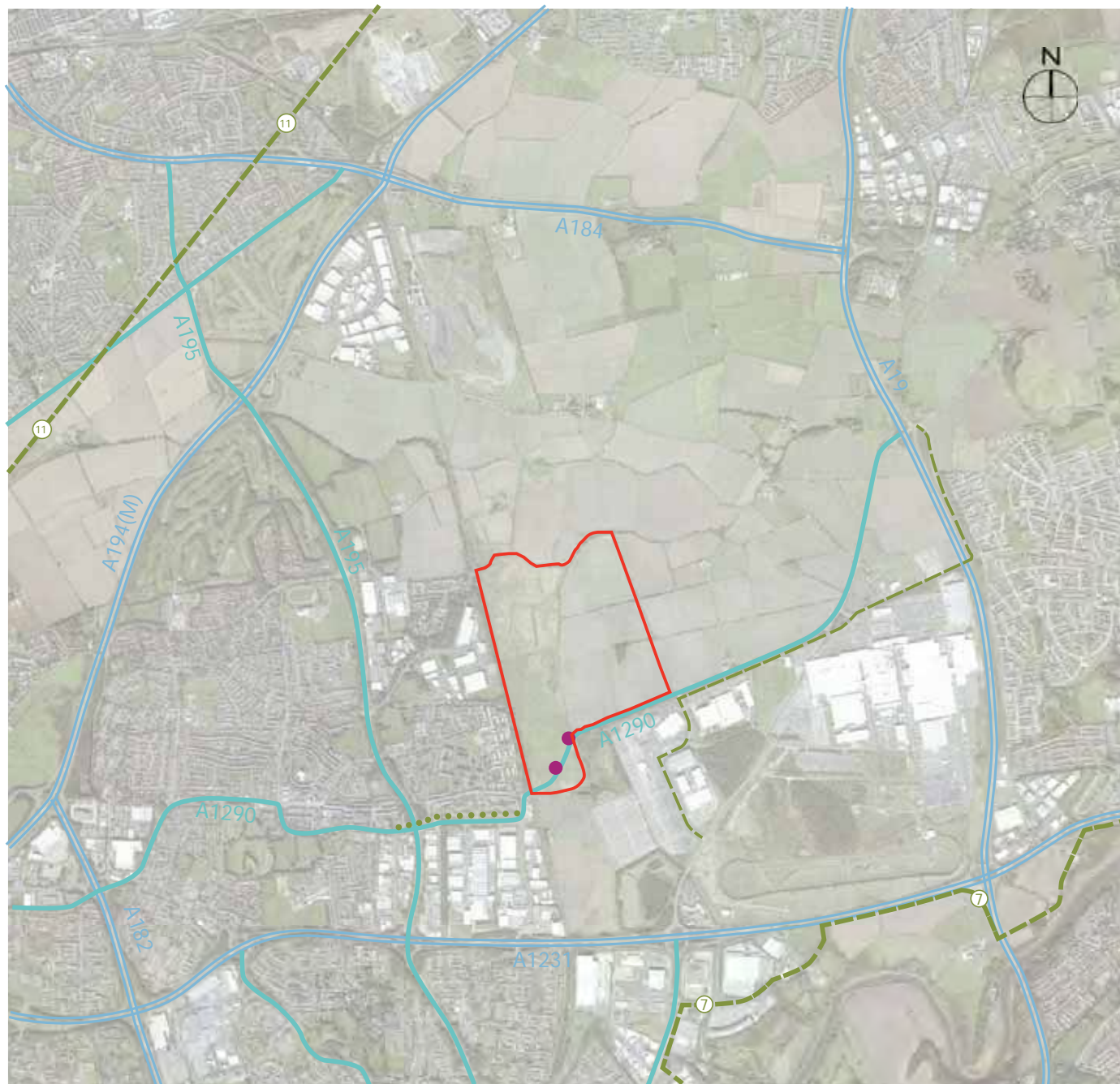
The WSP Transport Appraisal demonstrates that sufficient capacity will exist on the network for Washington Meadows.

The approved IAMP and Phase 1 of the Washington Meadows SUE will generate a total of 2,949 two-way trips in the AM peak and 3,171 two-way trips in the PM peak, in the 2031 future year scenario. The approved IAMP and Phase 1 + Phase 2 of the Washington Meadows SUE will generate a total of 3,149 two-way trips in the AM peak and 3,358 two-way trips in the PM peak, in the 2040 future year scenario.

Future Total Traffic Flows with regard to Washington Meadows SUE Phase 1 + full IAMP development, it is considered that A1290 will have adequate practical link capacity to facilitate background traffic growth up to the end of the IAMP AAP delivery period plus Phase 1 of the Washington SUE development, without compromising the delivery of IAMP.

Similarly, Future Total Traffic Flows with regard to Washington Meadows SUE (Phase 1 + Phase 2) + full IAMP development, it is considered that A1290 will have sufficient residual capacity to accommodate full Washington Meadows SUE + full IAMP proposed site.

With regard to A19 / A1290 Downhill Lane Junction, it is understood that the proposed junction improvements will increase the capacity of the junction and the network link capacity, and therefore it is considered that impact of Phase 1 of the proposed development will not have an adverse impact on the operational performance on the future junction and link capacity. The micro simulation modelling performed by Arup (on Highway England behalf) has been carried out up to 2036 and concluded that the proposed upgrades has sufficient residual capacity to accommodate background traffic growth and the full 150 Ha IAMP development. Therefore, there is sufficient capacity on the network for the proposed scheme.



Key

- Dual carriageway
- Primary vehicular route
- Cycle Route
- Shared footpath
- Existing access points
- Site area

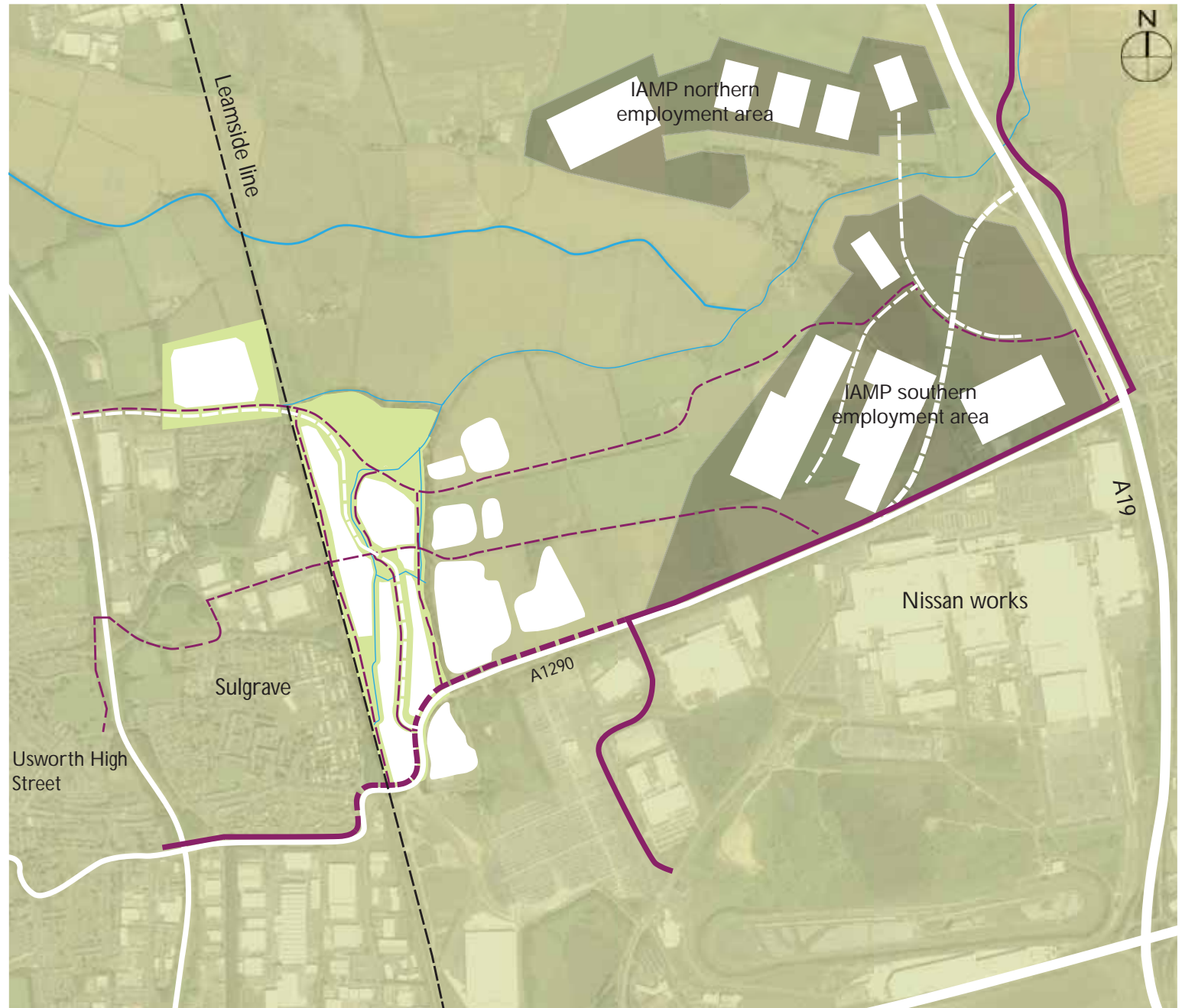
Application site and surrounding movement network

Connections to the wider area

The adjacent diagram shows possible connections which could be made to the surrounding area focusing on sustainable pedestrian and cycle routes. The routes take into account the existing pedestrian / cycle network as well as existing and potential desire lines between the existing and potential developments.

In order to make additional connections from the proposed development site to the west and the existing residential settlement, any route will need to bridge the Leamside (dismantled railway) Line.

The IAMP employment area and Nissan plant can be connected to the proposed Washington Meadows Garden Village via a series of green pedestrian and cycle routes.



Key

- Existing road network
- Proposed roads
- Existing cycle route
- Proposed cycle/ pedestrian route
- Existing waterways



Illustration showing connections through the site to the wider context

Flooding and Drainage

ARP Associates has undertaken a Flood Risk and Drainage Assessment, which includes a sequential test. There is no indication of positive drainage on the site and the presence of three watercourses flowing from south to north and west to east are present within the development area. Surface water will run-off to these areas for drainage purposes. The watercourses were noted to be overgrown with plants, shrubs and trees.

The Assessment concludes that the requirements of the Sequential Test will be satisfied if development is restricted to Flood Zone 1. The proposed development areas on the masterplan are to be located outside any Flood Zone 2 or Flood Zone 3a adjacent to the watercourses and, therefore, only precautionary flood mitigation measures are required.

The proposed surface water drainage system shall be restricted to the existing greenfield run-off rate, which shall be agreed with the Land Drainage Authority. The surface water system shall be designed to ensure a 1 in 100 year storm plus climate change can be accommodated within the system on the site without causing flooding of buildings or overflow back into the watercourse or third party land. The design, details and calculations shall be submitted to the Planning Authority for approval prior to construction on site.

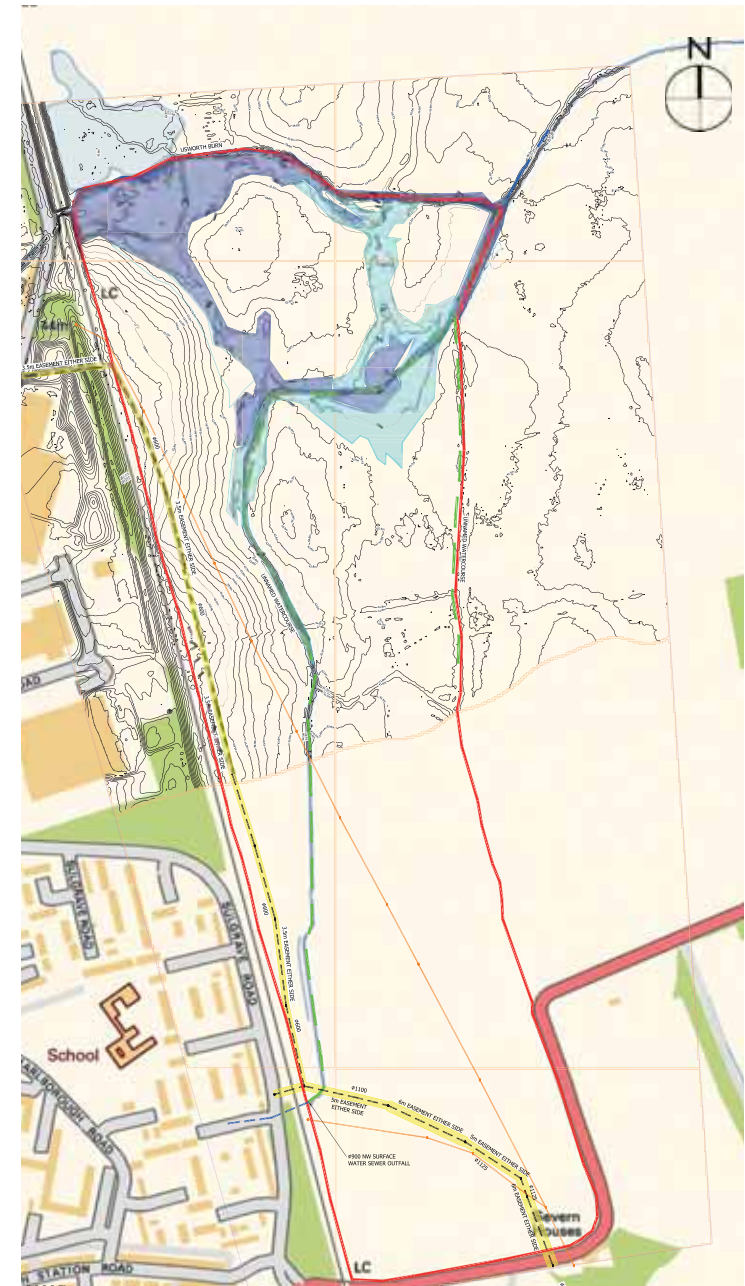
There are also no requirements for emergency egress during times of flood on the site. A 40% increase in rainfall shall be incorporated into any new positive drainage system to satisfy the requirements of climate change. Sustainable Drainage Systems of infiltration techniques are considered to be unsuitable on this particular site.

Existing Public and Private Drainage

There is an NWL combined sewer which runs along the western boundary of the site before running at angle towards Severn Houses.

Key

- Existing combined sewer ————
- Abandoned sewer ————
- Site boundary ————
- Main river ————
- Watercourse ————
- Flood zone 3 ————
- Flood zone 2 ————



Flood risk and drainage constraints diagram

Ecology

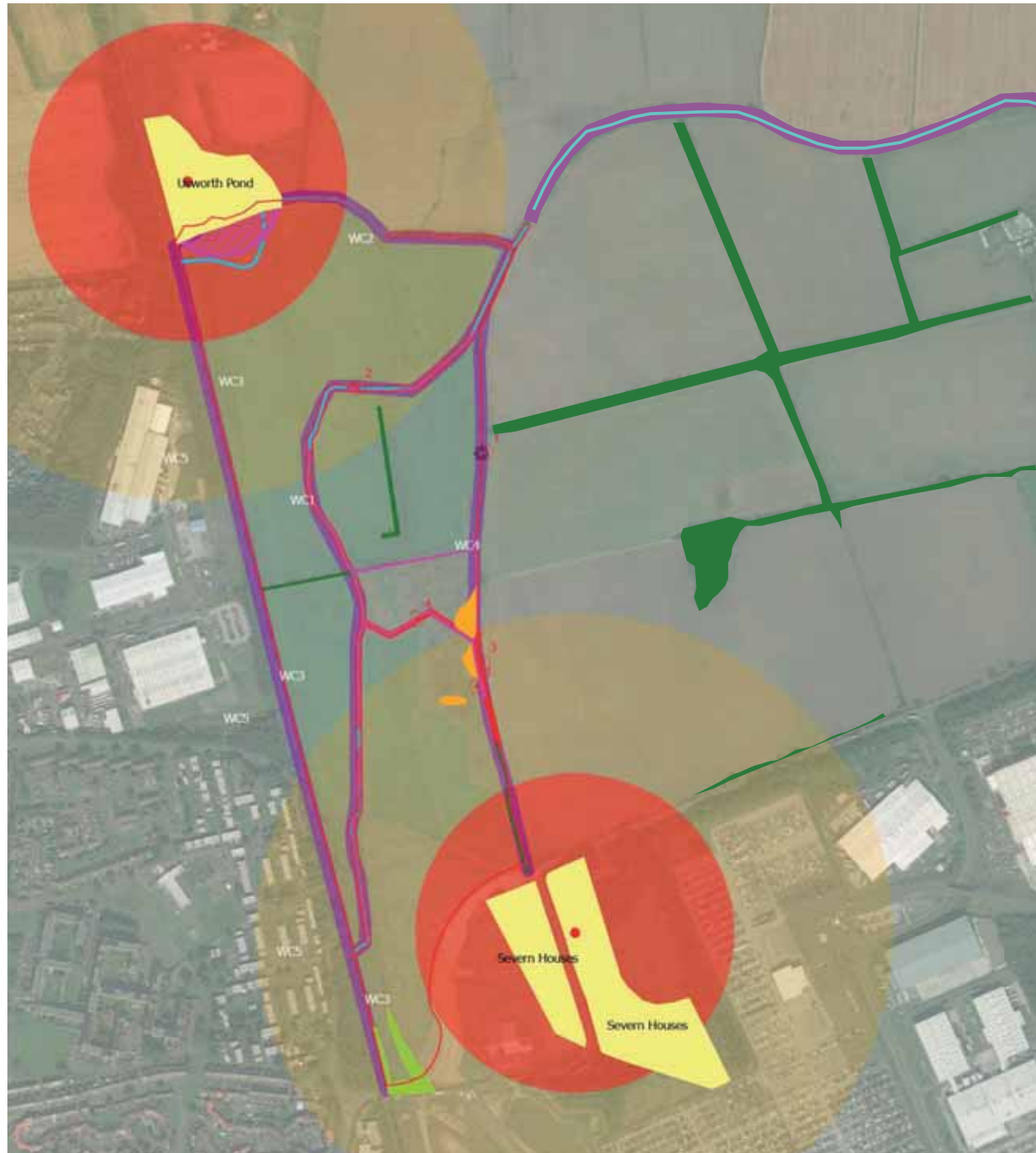
BSG Ecology has undertaken a Preliminary Ecological Appraisal that demonstrates that the site is currently dominated by arable and pasture farmland, which are habitats of low ecological importance. A tributary of the River Don flows across part of the site and there are various drainage ditches that link up with this watercourse. Usworth Pond is located within the northern part of the site, and there is a pond and associated marsh in the southern part of the site at Seven Houses.

There are no SSSIs within 2 km of the site and the nearest internationally important site (SAC, SPA or Ramsar site) is 8 km to the east. The site is not located within an Impact Risk Zone that identifies residential development as requiring further assessment in terms of its effect on a SSSI.

Three non-statutorily designated sites are present within the site, either entirely or in part: River Don East House LWS; Usworth Pond LWS; and Severn Houses LWS. In addition, the site lies in relatively close proximity to a number of other designated sites.

A number of habitats exist within the site including hedgerows, ponds and small areas of broadleaf woodland. These will need to be considered within the masterplan and landscaping scheme. There were no signs of badger, water vole or otters.

The masterplan for the site includes extensive areas of greenspace, which can be enhanced to provide new habitats that will compensate for those that are lost. The greenspace that will be incorporated into the masterplan will ensure that habitat linkages are maintained and that protected species are accommodated within the site.



Key

- Site boundary
- GCN presence
- GCN presence 250m buffer
- GCN presence 500m buffer
- Water vole presence 5m buffer
- ✱ Tree with low bat roost suitability
- HPI - Hedgerow
- HPI - Lowland Fen
- HPI - Lowland Fen Mosaic
- HPI - Lowland Meadow and Pastures
- HPI - Reedbed
- HPI - Wet Woodland
- HPI - Rivers and streams
- LWS
- Wildlife corridors
- ⊕ Target note

Constraints

The diagram opposite illustrates the constraints on the site:

- The site has an existing road passing through the site with existing entrances into the fields to the north and south. There is also a dismantled railway line along the western boundary. Both of these elements require environmental buffer zones for potential noise issues and to ensure appropriate amenity for future residents.
- The disused railway has the potential to be reused and therefore acts as a barrier to both pedestrian and vehicular movement.
- Consideration has been given to existing watercourses, flood risk and existing sewage routes. These areas are shown on the diagram opposite.
- There is a limited amount of existing landscaping along the watercourses and field boundaries which will be utilised where possible and integrated into the proposed masterplan.
- There are overhead cables running across to site which are not high voltage and which for the purposes of this masterplan will be buried underground.
- There is an area of woodland in the eastern part of the site which should be retained and integrated within the development proposals.



Photographs of overhead cables, existing trees and flood zone areas

Key












Noise/ environmental buffer zone	
Disused railway	
Potential access road	
Existing watercourse	
Combined sewer	
Existing trees and tree groupings	
Existing access lane	
Flood risk Zone 2	
Flood risk Zone 3	
Overhead cables	
Wildlife corridors	



Illustration showing site constraints

Opportunities

The adjacent plan summarises the key design opportunities. These include the creation of a strong green blue grid which retains and enhances existing landscape features working with the site's topography.

There are opportunities for circular routes around the site perimeter. North south routes can connect with these to create a walkable and accessible settlement. The provision of a village hub in the middle of the site creates the opportunity for greater interaction amongst residents. Other opportunities include:

- Sustainable Drainage System (SuDS) detention basins as a landscape feature to improve the setting of development.
- Provision of local access to open space.
- Recreational facilities for use of all residents and wider community.
- Improved public access and connections to the surrounding footpath network.
- Green links around the site.
- Opportunities for informal play and trim trail routes through and around the site perimeter.
- Multi functional green infrastructure with SuDS which promote biodiversity and help reduce the speed at which rainwater enters existing watercourses.
- Connection of proposed cycle-paths to nearby existing ones.

Key

- Existing trees and tree groupings
- Proposed landscaping
- Main landscaped vehicular route
- Potential access from A1290
- Potential links between phases
- Potential SuDS areas
- Existing waterways with landscape buffers
- Views to open countryside

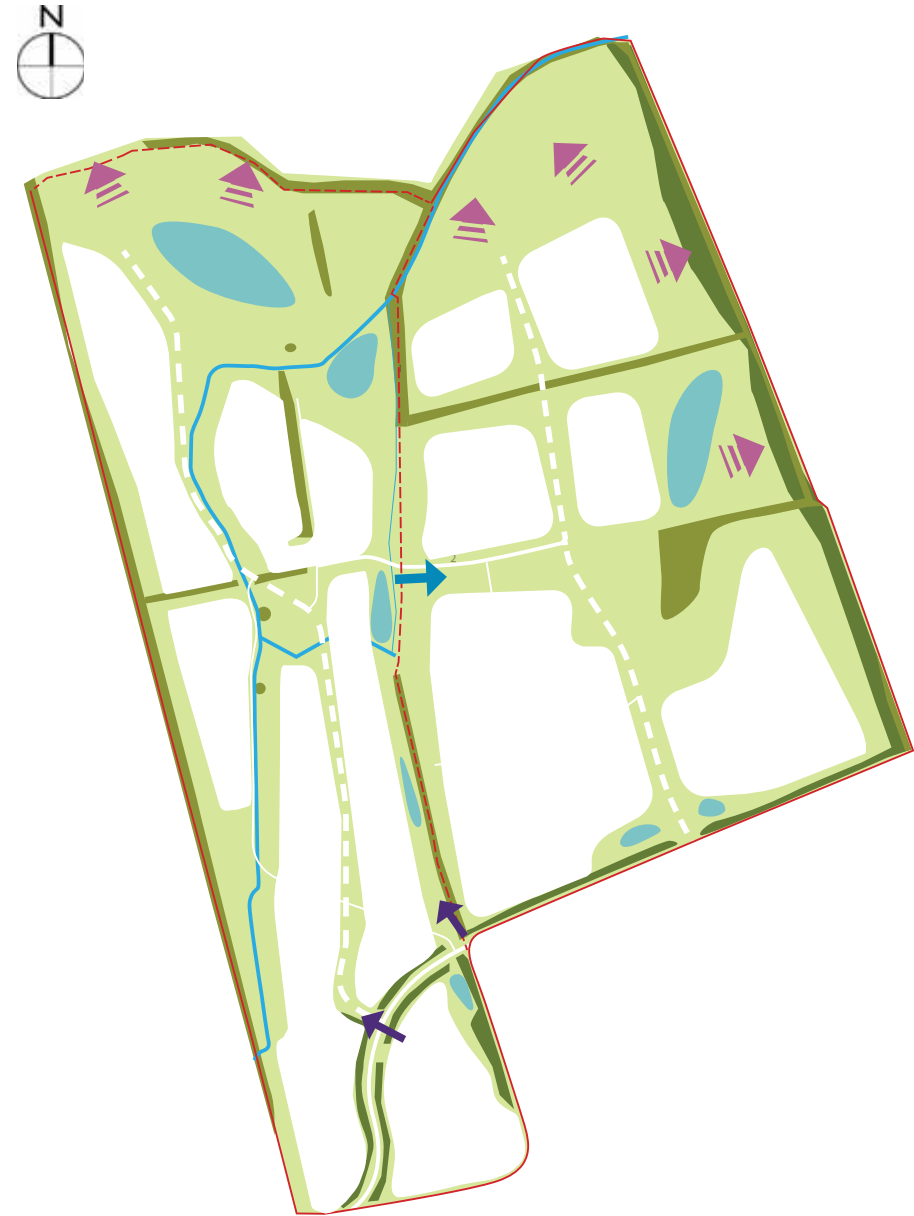


Illustration showing site opportunities



Availability

The land is being promoted by BDW. The site is therefore available in accordance with the Framework and the National Planning Practice Guidance (PPG).

Suitability

The proposed development can make an efficient and attractive use of the land. Although Green Belt land the site does represent an excellent opportunity for future housing development. This site would allow housing to be delivered within an appropriate and sustainable location to the east of Washington.

The site is located within a sustainable location adjacent to Washington, and major employment areas including Nissan and the proposed new IAMP. The development would clearly accord with the emphasis set out in the Framework, particularly concerning the need to deliver sustainable forms of development. Washington Meadows can provide aspirational housing to support the key workers of Nissan and IAMP and create a sustainable community as a further neighbourhood to Washington New Town.

Washington Meadows can be brought forward on Garden Village principles as a further neighbourhood in the organic evolution of Washington New Town. The proposed masterplan shows how the development can be delivered as three walkable neighbourhoods set within a strong network of Green Infrastructure. This Green Infrastructure will provide a series of "blue" and "green" linkages retaining existing ecological and biodiversity features whilst also enhancing corridors and pedestrian/cycle connectivity. Washington Meadows will also deliver a new Primary School and a District Centre. Public transport linkages are to be enhanced as part of IAMP and these will be further enhanced to allow residents to meet their secondary education, cultural and comparison retail needs within Washington. The proximity to Nissan and IAMP ensures that future residents would have significant employment opportunities within appropriate walking and cycling distances.

The development will provide additional quality development that will benefit the settlement and wider district with economic, environmental and social benefits. It is therefore considered that the development is suitable.

Achievable

A range of technical work has been undertaken and further survey work is ongoing. From the initial assessments there are no technical issues that would prevent development or are insurmountable. The site is therefore considered to be achievable and therefore deliverable in accordance with national guidance.

The Transport Appraisal has set out the details of the approved IAMP AAP and assumptions made with regards Phase 1 and Phase 2 of the Washington Meadows SUE. It is considered that the highway mitigation measures associated with Policy T1 of the IAMP AAP are likely to provide additional junction and link capacity upon the surrounding local/strategic highway network, which could facilitate delivery of Phase 1 of the Washington Meadows SUE without compromising the Council's ability to also deliver IAMP prior to 2031. Furthermore, based on traffic assessment carried out in this report for the entire proposed Washington Meadows SUE development (expected to be completed in 2040), the dualling of A1290 (anticipated completion time prior to 2031) would have sufficient residual capacity to accommodate full Washington Meadows SUE without compromising delivery of full IAMP.

The proposed development areas on the masterplan are to be located outside any Flood Zone 2 or Flood Zone 3a adjacent to the watercourses. The drainage work has identified a drainage strategy for the site. It has confirmed the attenuation required on site and demonstrated the suitability of the area identified on the masterplan for this purpose.

Initial assessments show that the majority of the site is of low ecological value. The scheme represents an opportunity to achieve significant gains for biodiversity through environmental and ecological enhancement.

14.0 Proposed Masterplan

Key aspects of the masterplan

The following section identifies key drivers behind the concept masterplan which will ensure this development integrates the Garden Village principles described earlier.

Trees

Existing trees will where possible be retained and incorporated into the landscape framework through a series of green corridors. They will be supplemented by new tree and hedgerow planting, where appropriate. Existing hedgerows will be enhanced where required, providing a visual buffer and protecting these features.

Biodiversity and Circular Routes

Biodiversity and connectivity will be enhanced through the provision of a series of linear walkways and circular routes around the perimeter of the site. The key vision for the site is to retain, create and enhance multifunctional green space, which will become improved wildlife corridors, in the form of hedgerows, watercourses and tree lines, and thereby enhance the site's biodiversity value. The creation and management of these green spaces has been designed

Development massing

Further work has been undertaken to test the masterplan proposals in three dimensions with a massing model. This technique allows a better understanding of how green corridors and routes through the site will work and the proposed development connects to the wider area.

The massing of the proposed development consists of mainly two storey housing, with pitched roofs and front and rear gardens, set in small terraces, semi-detached and detached plots. The grain of the streets is directly influenced by the existing waterways and field boundaries giving the development an organic feel.

in collaboration with ecologists, landscape architects, water engineers and masterplanners to deliver an environment that will bring biodiversity to the heart of the new garden village community.

Key Ecological Features of the Development

- New tree and hedgerow planting to create a significant net gain in the site's tree stock with better quality and more native species.
- Habitat mitigation for key species including great crested newt, water vole, breeding birds (farmland birds including skylark) and foraging and commuting bats.
- Improved amenity grassland with associated hedgerows and water filled ditches.
- Creation of new ponds, grassland and wetland.
- Nesting opportunities for birds.

Green Corridors

The proposed masterplan seeks to create strong east-west and north-south green corridors through the development increasing permeability and linking green spaces including community allotments, an ecological zone around the northern perimeter and the main north-south green spine running through the site. The intention is that these green corridors will provide attractive, safe routes thereby encouraging walking and cycling.

Wildlife Movement Corridor

Integrated within the masterplan the green edge running around the perimeter of the site will be enhanced with a buffer which will be of a sufficient width to be multifunctional. This will provide the opportunity for a trim trail and acts as a movement corridor for wildlife. Retaining hedgerows running around the perimeter of the site will also provide additional green corridors that will help ensure existing wildlife connections and routes remain.

SuDS and Existing Watercourses

The changes in level across the site and the inclusion of significant green corridors provide the opportunity to integrate Sustainable Drainage Systems into the masterplan. The SuDS provide the opportunity for the creation of new habitats and will provide a landscape backdrop to housing ensuring a distinctive sense of place.

The proposed drainage strategy will help alleviate current flooding issues providing a more sustainable, bio-diverse and attractive environment into which surface water will naturally drain. SuDS will form both source control and site control to limit the discharge of water off-site and provide treatments to the surface water run-off.



The Masterplan

Design Principles and Objectives

The design principles for the proposals have been developed following a rigorous site appraisal, review of relevant policy guidance and a landscape led approach and design ethos which underpins the masterplan.

The masterplan team have considered in detail the site and the wider area, in particular the ecological interest found within and around the site including areas of grassland, wetland, ditches and waterways. Maintaining and enhancing the blue green grid is an important component of the illustrative masterplan layout.

The main design objectives for the site can be summarised as follows

- The creation of an attractive residential neighbourhood within a landscape setting
- Utilise existing landscape features within the site in particular the existing grassland areas on the eastern and western edge of the site, belts of trees, reed areas and water courses
- Creation of an ecological buffer and green wildlife corridor along the eastern and western boundaries of the site
- Utilise the site's topography to incorporate SuDS and arrange development cells which take advantage of longer distance views

Key design principles

1. Protecting sustainable route-ways

The intention is to protect and enhance existing pedestrian movement patterns and incorporate sustainable routes. The concept plans shows a network of north south and east west green routes. This will ensure a landscape led framework which will nurture existing wildlife and protect and safeguard wildlife route-ways. A strong north south route has been maintained through the middle of the site to connect Barmston pond to the south with the wetland area and the River Don to the north providing the opportunity for the movement of wildlife along this route. Along the eastern edge, a green buffer is proposed which will provide screening to the IAMP site.

2. Providing optimum outdoor space

The concept proposals seek to ensure a generous amount of open space to facilitate outdoor leisure and recreation opportunities, safeguarding the health

and fitness of residents. The proposed landscape framework within which the housing will be set will be capable of accommodating green routes.

3. Feathering the edge of development

The proposed development will have a distinctive and wide 'green edge' forming its external perimeter. A substantial landscape area will 'buffer the edge' of the development, and prevent development sprawling into the landscape. It will also help mitigate the development outside the site boundaries, merging and diluting the hard edge of development with the surrounding landscape.

4. Ensuring the development can enhance biodiversity

Ensuring a landscape buffer around the edge and introducing green routes and a landscape / drainage framework which delivers a broad range of habitats and diverse opportunities for wildlife to populate and inhabit these spaces. The development will demonstrate that the 'landscape / drainage framework' underpinning the overall design delivers a broad range of habitats and diverse opportunities for wildlife to populate and inhabit these green spaces. It will be possible to demonstrate that year on year, the evolution of green routes delivers an increase in biodiversity when compared to the previous arable farmland.

5. Green-blue grid

Integrating the existing green and blue infrastructure within the development proposals is key. "Green blue" routes can be incorporated to ensure access to recreation and leisure opportunities within a generous public open space

6. Offering a wide range of housing typologies and tenures enhancing sustainability

The housing development offers an opportunity for a wide range of housing typologies and tenures which respond to the housing needs of the community as a whole and ensures that the development provides every type of accommodation for residents appropriate to their stage in life, in a seamless way. This builds resilience into the community and enables members of the same family to live within accessible distances from each other, further enhancing the community's sustainability and vitality.

Design Concept and its application to the masterplan

The masterplan seeks to integrate the principles and elements described above. It is also a response to the identified constraints and opportunities. The design itself responds positively to the location of the site and its location adjacent to Sulgrave and IAMP to the east and the wider landscape setting including:

- Its relationship with the existing roads and countryside edge
- Its importance as a landscaped edge to Washington and Sulgrave
- Views into and out of the site from/towards the surrounding countryside

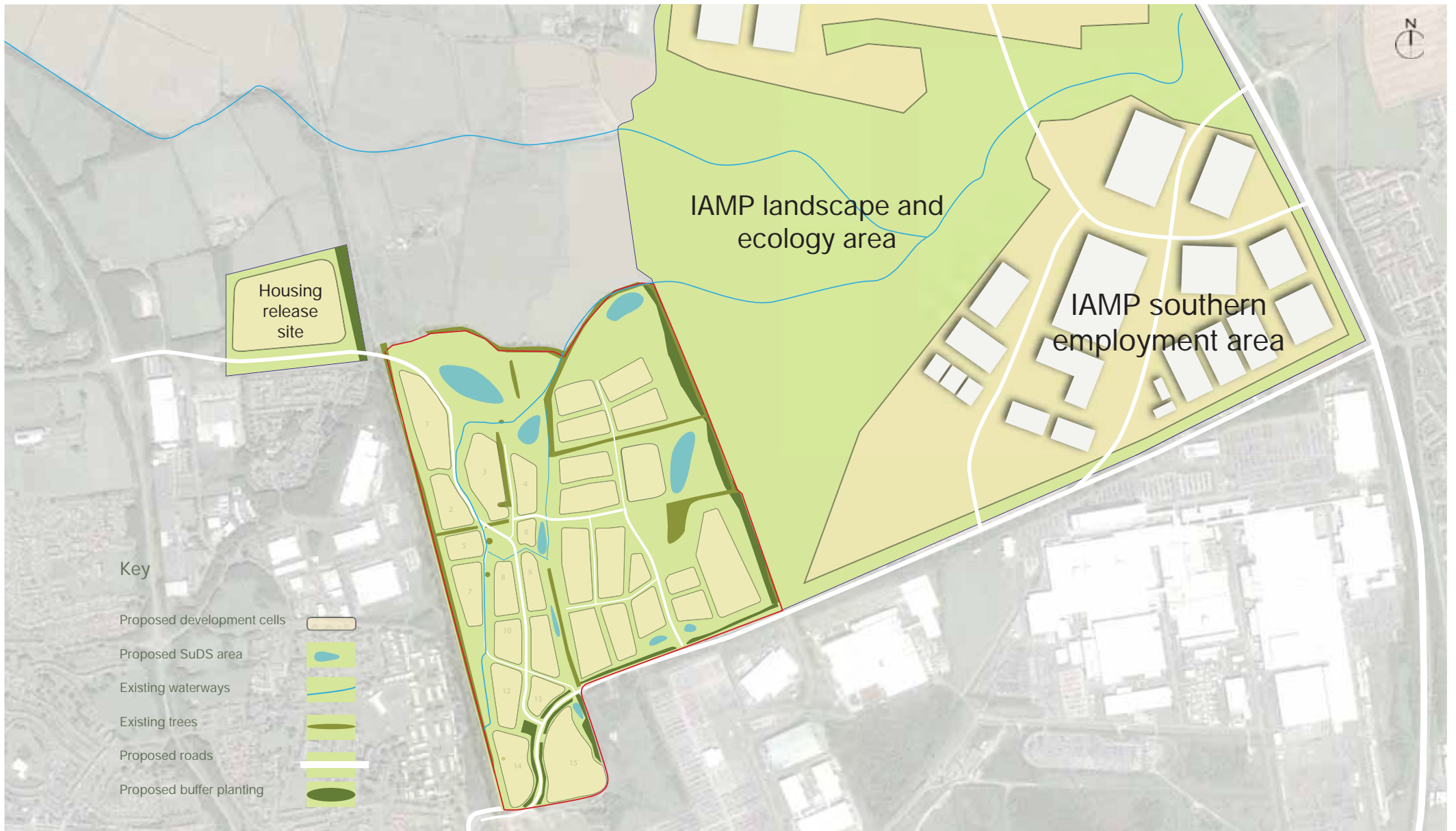
The masterplan layout incorporates a logical network of new spaces with sensible connections through the development to the south and westwards towards Sulgrave and Concord and to the east towards IAMP. The spaces and streets within the proposed development will have a simple hierarchical structure to reflect their relative importance and to aid legibility.

The masterplan identifies a series of character areas each which have a specific role to play. The design philosophy is to integrate a modern sustainable design by using familiar forms, and to introduce appropriate new elements to introduce variety and interest. In summary, the key features of the design philosophy adopted for Washington Meadows are as follows:

- A landscape led masterplan which seeks to incorporate existing landscape features and landscape buffers to the edge of the development
- A clear distinction between public and private realm
- Active frontage onto streets, pedestrian routes and open spaces
- Integrated movement for pedestrians, cyclists and vehicles, including safe links to and from the existing settlement
- A public realm which is well overlooked and supervised, following 'Secured by Design' principles to promote security for all residents and visitors
- Recognisable built forms and features to enhance legibility throughout the scheme, including feature spaces, landmark buildings, co-ordinated building materials and high quality landscaping to help define the streetscene
- Incorporating the existing hedgerows, other landscape assets and water courses / lake to form a green and blue grid throughout the design.



Indicative illustrative masterplan in context



Proposed landscaping in context with proposed and existing developments

Landscape Led Masterplan

The landscape masterplan opposite shows how a 'green blue grid' has been integrated within the masterplan. The existing watercourse / drainage ditch running north south through the site has been retained and incorporated along with a green buffer to the east and west of the site. A large area of green space at the northern extent of the site is provided which will provide space for a country park and ecological enhancements. At the centre of the site is the village hub area which is arranged around a green space and an existing woodland copse which will be retained.

The northern edge of the site is largely free from development providing opportunities for a country park and wildlife enhancement.

SuDS are integrated throughout the development site within the green spaces next to existing bodies of water and water courses. The SuDS will attenuate water before discharging at an appropriate rate to existing watercourses.

The principal vehicular movement corridor through the site will be tree lined and provide a boulevard environment. A generous amount of planting is proposed along the eastern edge of the site to create a woodland area.



Indicative Illustrative Masterplan

The illustrative layout opposite shows a development of approximately 1250 homes on a development area of approximately 39 hectares, giving an overall density of 32 units per hectares. The indicative layout shows a mixture of detached, semi-detached and short terraces of houses, mainly two stories in height with some elements of two and a half storey in areas where greater height is appropriate.

The majority of housing fronts onto areas of landscaping which incorporates the existing trees, waterways and wildlife corridors and enhances them to become attractive new pedestrian routes. Areas of open space which will be appropriate for public amenities, such as play and exercise, are spread through out masterplan with a central 'green hub' at the heart of the development which could accommodate a community building.

Low lying areas and waterways within the development have been incorporated into the landscape with SuDS, creating large area of amenities space and wildlife habitat. These areas of landscaping will enhance the existing wildlife corridors and could be designed to specifically accommodate the existing water vole population.

Along the eastern edge of the site, a community woodland area is proposed which will also act as a buffer to IAMP to the east and visually screen these employment uses.

The road layout has been designed to allow for future connections between the different parts of the site and for a potential connection to the other allocated sites north of Washington. This would allow for a bypass road taking traffic away from Washington and providing a new connection.

- Key
- 1 Large areas of habitat and/or amenity space
 - 2 Existing waterways
 - 3 SuDS along existing waterways
 - 4 SuDS in low lying areas
 - 5 Landscape buffer to industrial area
 - 6 Existing and proposed access from the existing road
 - 7 Area of open space
 - 8 Community hub
 - 9 Potential link to further development
 - 10 Buffer to potential railway route



Illustration layout

15.0 Conclusion

There is a need for Sunderland to identify further housing sites to meet the housing need and demand in the area. This Advocacy Report demonstrates that the site is proposed safeguarded land and is to be removed from the Green Belt. It is considered that this site should be allocated for housing to maximise the economic and sustainability benefits.

BDW have secured a strategic opportunity in land to the east of Washington in order to bring forward a sustainable urban extension as a Garden Village neighbourhood to complete the development of the Washington New Town.

The Spatial Strategy should be reviewed to give a greater priority to Sunderland and Washington to reflect their scale, status and facilities. This would require allocating more land at Washington to reduce out / in commuting and to maximise the potential for the co-existence of jobs and homes and hence the non-reliance upon the private car as the principle means of transport.

BDW controls the Washington Meadows site, which is therefore available for development within the plan period. The site is in a sustainable area close to a

range of services and facilities and public transport routes. The site is therefore suitable for residential development.

The technical work undertaken to date has influenced the indicative masterplan. It has also shown that there are no known constraints, that could not be suitably mitigated, that would prevent this site coming forward within the plan period. As such, the development of the site, as shown within the indicative masterplan, is considered achievable.

The indicative masterplan shows how a mix of housing can be accommodated within the site, alongside connectivity, landscaping and drainage features. The scheme is being promoted by BDW and will go towards meeting the housing requirement / need in the area.

Furthermore, the development of the site will bring forward additional economic benefits to the area. The relationship between economic performance in an area and housing is complex, but having the right quantity, quality and balance

of housing in an area is necessary for economic growth. The development of the Washington Meadows scheme can therefore support local economic growth, both through direct job creation through the construction phase of the scheme, but also through the increased population which will create sustainable local jobs from the increased demand for goods and services. This provides an important sustainable development opportunity in Sunderland and Washington.

Phases 1 and 2 of Washington Meadows are rightly excluded from the Green Belt in the Local Plan but we consider that they should be positively allocated for housing within the plan period both to meet the objectively assessed needs but also to more appropriately reflect the principles of sustainable development.

It has therefore been shown that the proposed Washington Meadows scheme provides a development opportunity that is available, suitable and achievable and therefore it is considered that the site is deliverable, in accordance with national planning policy and guidance. It is promoted by a national house builder (BDW) and is deliverable within and beyond the plan period. The scheme has significant economic benefits for the area and is therefore eminently suitable for allocation.

Key Benefits



Optimum Location



The delivery of circa 1,250 new homes in a range of house types, sizes and tenures



A local hub, including local centre, primary school and community facilities



New green infrastructure, including formal and informal open space and nature areas



New transport infrastructure with a potential new eastern link road to Washington



Circa 4,000 new jobs from the construction of the scheme and created in the wider economy



Over £230 million Gross Development Value



Gross Value Added of around £120 million



Circa £30 million Annual Household Expenditure



At least £6 million of first occupation expenditure

Delivering the Vision

It is anticipated that the proposed housing could be progressed immediately upon adoption of the Local Plan. The next stage following the adoption of Sunderland's Core Strategy would be the submission of an outline planning application accompanied by a full set of technical reports expanding upon the work with this document. Early infra-structure works will relate to ecological enhancements, the provision of SuDS and the creation of a main spine road through the site.



Illustrative massing model looking north across the site

Part 2: Design Framework

16.0 Planning Policy

Overview

Planning policy guidance applicable to the development is currently provided at two levels.

1. National Policy and Guidance (The National Planning Policy Framework (NPPF) and related Planning Policy Guidance (NPPG)
2. Local Policy and Guidance (primarily saved Policies from the Easington Local Plan 2001).

National Planning Policy Framework (NPPF)

The NPPF states (paragraph. 6), that the purpose of the planning system is to contribute to sustainable development. This is expressed in economic, social and environmental terms. Paragraph 12 confirms the statutory status of the development plan as the starting point for decision taking and how proposals in accordance with an up-to-date Local Plan should be approved unless other material considerations indicate otherwise. The NPPF is one such material consideration. This is carried forward into paragraph 14, which sets out a *'presumption in favour of sustainable development'*, where applications which accord with the development plan should be *'approved without delay'*.

Having set the overarching approach of the NPPF, paragraph 17 specifies the core land use planning principles which should underpin both plan making and decision taking. Paragraphs 18 to 149 provide more detailed guidance on the various topic areas arising from the core principles. The most relevant of these topics are considered below in the context of the planning application for Manor Farm.

'Building a Strong and Competitive Economy': Shows that the Government is committed to ensuring that the planning system does everything it can to support economic development (paragraph. 19). As part of this, Local Planning Authorities (LPAs) should plan pro-actively to meet the needs of business in the 21st century. The Environmental Impact Assessment for this application indicates the development will help create new jobs. On this basis, the proposed development will contribute to building a strong and competitive economy.

Promoting Sustainable Transport: The NPPF notes (paragraph. 29) that transport has an important role in facilitating sustainable development and states that support will be given to patterns of development which promote sustainable modes of transport.

'Delivering a Wide Choice of High Quality Homes': The primary objective of this topic area is the need "to boost significantly" the supply of housing and paragraph 52 notes that this can sometimes be best achieved through planning for larger scale development such as new settlements or extensions to existing villages and towns.

The NPPF (paragraph. 50) states that new housing developments should deliver a wide choice of high quality homes with a mix of housing types and tenures. This Design and Access Statement explains how the development will provide both a range and choice of high quality housing. On this basis, the application addresses the sixth sustainable development topic area of the NPPF.

'Requiring Good Design': The NPPF sees good design as a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

'Promoting Healthy Communities': Paragraph 69 of the NPPF expects the planning system to play an important role in facilitating social interaction and creating healthy, inclusive communities. It is suggested that this can best be achieved through creating mixed-use communities with safe and accessible environments as well as clear, legible pedestrian routes and high quality public spaces.

Local Plan and Supplementary Planning Guidance

Sunderland City Council's current planning policy document is the Sunderland Unitary Development Plan (UDP) which was adopted in September 1998 and was amended in 2007.

Residential Design SPD

The purpose of the Residential Design Guide is to ensure the delivery of sensitive and appropriate designed sustainable development. The guide is intended for use by everyone involved in the housing development process to assist in achieving high quality and sustainable 'places for living'. The proposals have been formulated and prepared taking into account the guidance and advice contained within this document.



General Design Guidance

A wide range of design guidance documents are available, giving information and advice on issues relevant to the development of the site. These cover diverse topics and range from the general to the specific. Therefore, whilst a general familiarity with all relevant guidance has been important, a number of key publications have been identified as core documents. These, in turn, have informed the development concept and illustrative masterplan and underlying principles which are set out in sections 4, 5 and 6 of this document.

They include:

- Urban Design Compendium, Second Edition - English Partnerships and the Housing Corporation, (2007)
- Safer Places: The planning system and crime prevention ODPM, (2004)
- Building for Life 12: The Sign of a Good Place to Live - Design Council CABE, (2012)
- By Design - Urban design in the planning system: towards better practice - Commission for Architecture and the Built Environment (CABE), (2000)
- Manual for Streets - Department for Transport, and Community and Local Government, (2007)

Built for Life (BfL12)

Manor Farm responds positively to the 'Building for Life 12' checklist, encompassing 'Delivering Great Places to Live'. IDP have experience in delivering schemes to achieve "Built for Life" accreditation. A full Building for Life assessment is included within Appendix A of the Masterplan DAS.

Inclusive Design and Access

Reserved matters applications will ensure that detailed development proposals meet the requirements of the DDS and Part M of the Building Regulations. The masterplan proposals and subsequent reserved matters applications will seek to incorporate desire routes for those who find conventional routes very challenging. Levels, colours, lighting, markings, sizes and surface finishes, will all be coordinated to create a barrier free development.

Appropriate wheelchair accesses, and facilities for people with visual impairments will be an integral part of the movement process. The aim is to ensure that all potential site users, no matter what their disability, age or sex, will be able to enter the site, move around the area, enter housing and use facilities such as the community facilities proposed for the recreation area.

In general, roads will be designed to reduce car speeds, and allow people to walk, relax and play on all secondary and tertiary streets.



17.0 Design Philosophy and Principles

Garden City Movement

The Garden City Concept was pioneered by Ebenezer Howard. It sought to combine the very best of Town and Country living to create beautiful, well-planned, healthy and vibrant communities. The design philosophy and approach for the Manor Farm masterplan has been influenced by the principles of urban planning enshrined in the Garden City Movement. Our vision and the principles set out at the beginning of the masterplan are reflective of this concept.



Ebenezer Howard



Diagram 1



Diagram 2



Diagram 3



Campaigning for New Garden Villages

The Town and Country Planning Association (TCPA) has been leading the campaign for a new generation of garden villages as an essential part of a portfolio of solutions to Britain's housing crisis. This has been followed with an announcement by DCLG in support of 14 new garden villages and garden towns across the U.K. The Government will be providing support in terms of expertise, brokerage and planning freedoms.

The Garden Village Approach

At the heart of the Garden City ideal is the development of a holistically planned new settlement which will enhance the natural environment and provide high quality affordable housing, linked to locally accessible jobs and amenities, all set amongst beautiful, healthy and sociable communities.

Our design philosophy has been influenced by the original principles enshrined in the Garden City Movement, not because of recent political popularity, but because many of the assets at Manor Farm and the wider IAMP area are already apparent in terms of a landscape setting, sustainable movement routes and proximity to employment opportunities.

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. This green network, or grid, already exists in parts of the Manor Farm site and the development proposals will further enhance this green grid as the central plank to the masterplan.

The Garden City movement was not solely about design but equally about community with access to all the cultural, recreational and employment facilities a community requires to flourish as a sustainable and vibrant society within its own right. At Manor Farm the proposals provide for a new village centre which will provide opportunities for limited retail provision and the opportunity for the following:

- Allotments / community gardens
- Sports pitches and facilities
- Children play
- Trim Trails



The Garden Village Approach and Washington Meadows

The Garden Village approach seeks answers by drawing from the Arts and Crafts movement to find again a model of harmonious living. It aims to achieve reconciliation of the classic pulls of Ebenezer Howard's twin magnets of "Town" and "Country". People seek the amenity and interactions of the town but also crave the embrace of the sylvan, rural existence.

At the heart of the Garden Village ideals is the development of holistically planned new settlements which enhance the natural environment and provide high-quality affordable housing and locally accessible jobs in beautiful, healthy and sociable communities. The Garden Villages were among the first manifestations of attempts at sustainable development.

The proposed Garden Village at Washington Meadows will provide a wide range of housing within an exceptional green setting. The Masterplan vision will maintain the visual and ecological value of the site and the surrounding land and providing a greater benefit to the local community through improving accessibility to the countryside.

What do we mean by a "Garden Village"?

A major aspect of the Garden Village vision is the legacy and long term management of the community once it has been built.

The Original Garden City Vision

- Strong vision, leadership and community engagement
- Land value capture for the benefit of the community
- Community ownership of land and the 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 within an easy commute of all 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 private networks of well-managed, high quality gardens, tree lined streets and open spaces
- Opportunities for residents to grow their own food, including generous allotments
- Access to strong local cultural, recreational and shopping facilities in walkable neighbourhoods
- Integrated and accessible transport systems

The design team have sought to develop a landscape led masterplan that takes on board many Garden Village principles outlined on the previous page. This work has been informed by a number of elements some of which are identified as follows.

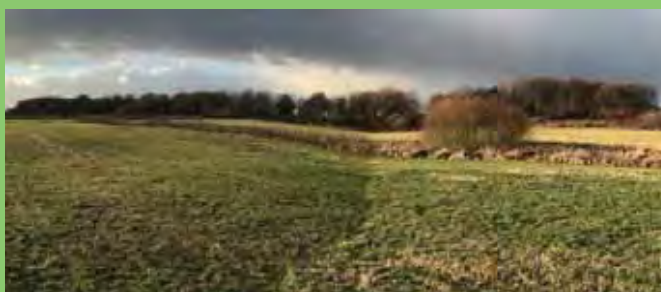
Understanding the Landscape Assets

The design team has analysed all landscape assets within the development area. This has involved coordinating services corridors within the development and promoting a "Green/ Blue Grid" landscape framework.



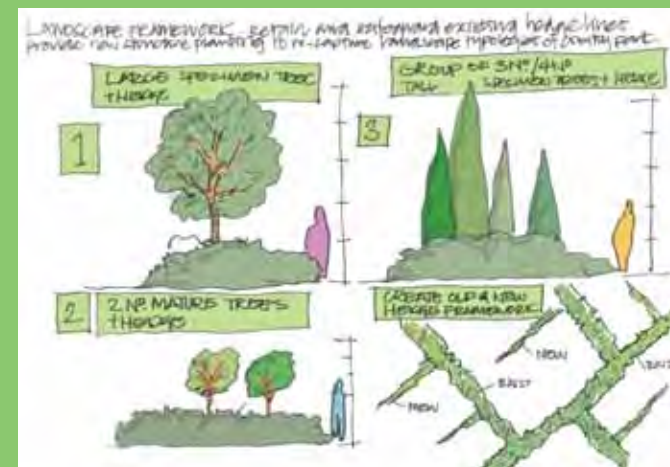
Protecting Sustainable Route-ways

This element aims to protect and enhance existing pedestrian movement patterns and incorporate sustainable routes. The masterplan aims to safeguard views 'in and out' of the site ensuring that the landscape mediates and enhances these aspects. The development will nurture the existing wildlife environment, actively seeking opportunities to protect and safeguard wildlife route-ways. Seasonal scrapes and watercourses will be integrated within the 'blue green grid' to sustain and encourage size specific flora and fauna.



Using the Landscape to give the Masterplan Cohesion

The longevity of the Garden Village will be safeguarded and underpinned by the use of landscape. The landscape setting gives cohesion and integrity to the overall masterplan, and the planting and reinforcing of landscape and relief assets on the site from the start of the process, ensures that the landscape backdrop grows and matures as the Garden Village evolves. This enables year on year, the potential for a community to grow organically in perfect harmony with its environment; a classic garden city concept.



Providing Optimum Outdoor Space

Ensuring adequate overall land area for the Garden Village at the outset enables generous sized gardens to be provided, and facilitates a wide range of outdoor leisure and recreation opportunities, safeguarding the health and fitness of residents and highlighting the contrast in lifestyle between Garden Village and conventional development.



Encouraging Gardening, Cultivation and Self Sufficiency

Generous space standards and spacious land provision ensure that allotments, garden clubs and horticultural opportunities can be fully realised underpinning and reinforcing the healthy lifestyle, again consistent with the Garden City ideal.



Washington Meadows will have sufficient open space to provide opportunities for allotments and cultivation. There will also be a community woodland along the eastern edge of the site which will provide an additional community resource that will help foster a sense of community and interaction between residents.

Ensuring Easily Accessible Routes

Sustainable movement throughout the development is critical. The proposals for Washington Meadows require a comprehensive 'landscape / drainage framework' that incorporate pedestrian and cycle routes, ensuring that all neighbourhoods are interconnected. Every householder should be equidistant from public open space and recreational facilities and all amenities are easily accessed by foot, cycle or other sustainable means. The ease of access to recreation and leisure opportunities within the generous public open space allocation, means that residents will enjoy a healthy and active lifestyle.



Demonstrating that the Development can Enhance Biodiversity

The development will demonstrate that the 'landscape / drainage framework' that underpins the overall design delivers a broad range of habitats and diverse opportunities for wildlife to populate and inhabit these green spaces. It will be possible to demonstrate that year on year, the evolution of these green routes delivers an increase in biodiversity when compared to the previous arable farmland.



Providing Education, Fitness and Well-being Opportunities within the Green Framework

The landscape framework can accommodate outdoor classrooms on the 'green routes to school' and benefits from fitness areas and 'Tarzan' trails for health and well-being.



Providing Art Opportunities within the Landscape Framework

Understanding the history of the place is the starting point of effective placemaking. The green / blue routes could showcase artworks which respond and refer to this history creating a truly unique sequence of spaces through the development.



Providing a Range of Housing Densities

Washington Meadows will have a discernible 'beginning, middle and an end'. Densities will generally increase towards the southern part of the site and reduce towards the north. The development will seek to ensure diversity of plot size and a landscape setting that reflects the transition from urban to rural.



Offering a Wide Range of Housing Typologies and Tenures Enhancing Sustainability

The development offers an opportunity for a wide range of housing typologies and tenures which respond to the wider housing needs of Washington. The Garden Village will provide every type of accommodation for residents appropriate to their stage in life, in a seamless way. This builds resilience into the community and enables members of the same family to live within accessible distances from each other, further enhancing the community's sustainability and vitality.



'Feathering' the Edge of the Development

The proposed development will have a distinctive and wide 'green edge' forming its external perimeter. A substantial landscape area will 'buffer the edge of the development', and prevents development sprawling into the landscape beyond or, alternatively, will mitigate developments outside the site boundaries, merging and diluting the landscape led nature of the Garden Village.



18.0 Masterplan Evolution

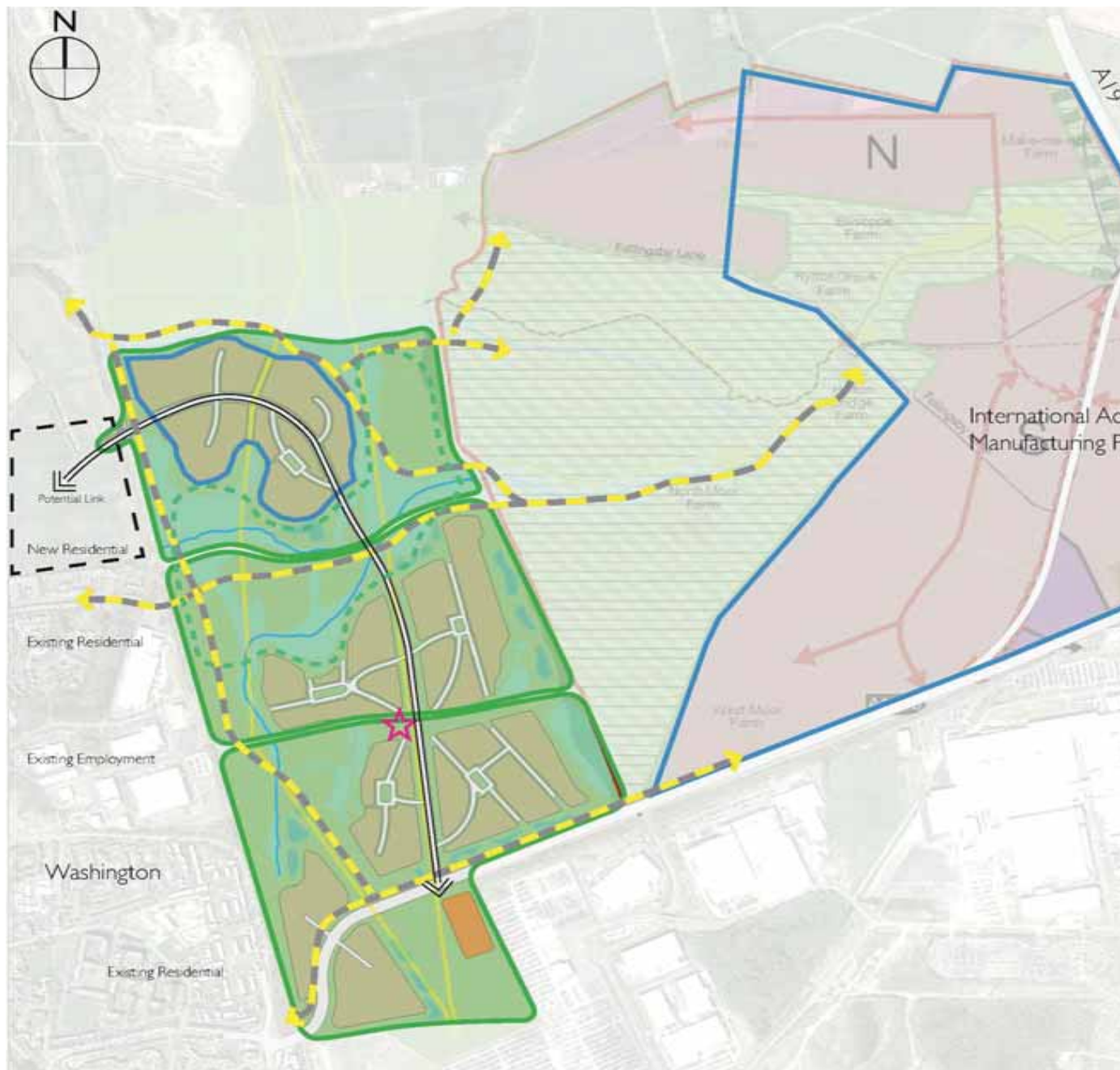
The initial concepts for the masterplan, shown below, show the concept of a 'green / blue' grid being developed utilising the existing landscape, waterways and wildlife corridors within the site and adding to them to form a grid and thereby create areas of development.

By using this approach the development cells which are created all have strong visual connections to the landscape creating attractive spaces to live as well as safe, usable outdoor amenity space.

The enhancement of the existing landscape will increase the biodiversity and strengthen the wildlife corridors and connections to the landscape beyond the development.



Initial concept diagram - Indicative sketch scheme showing a network of interconnecting green routes and a series of development cells and green edges and corridors to the east and west.



Initial concept cell diagram - The initial sketch concepts have been developed to create a network of green/ blue route. A key design principle is to ensure connectivity through the development.

19.0 Masterplan Concept

The key landscape features of the masterplan include:

- Buffer planting to the east to reduce visual impact of the development including an area of woodland
- Buffer planting to the west to create visual barrier to the industrial/business park to the west and to mitigate any future development of the disused railway line
- Buffer planting to reduce visual impact and noise from the existing road
- Retention of the existing trees, waterways and wildlife routes
- Creation of SuDS to integrate into the proposed landscaping and increase the biodiversity of the area



The key built form features of the masterplan include:

- Housing facing out onto the proposed landscape areas
- Housing fronting onto the proposed and existing main vehicular routes
- Pedestrian routes through the proposed landscaping linking outdoor amenities spaces
- Vehicular routes which help reduce vehicle speeds and promote pedestrian movement
- Corner turning buildings which provide passive surveillance over public spaces and create architectural interest on building gables
- Potential bus route through the site












Development density

The density of the proposed Washington Meadow Garden Village will decrease from the southern and western edges of the site, where the proposal will abut the existing residential and commercial areas, becoming less dense to the north east where the proposals will be adjacent to open areas of agricultural land and landscaping.

The overall development area is approximately 39 hectares of which the masterplan proposal has set aside approximately 60 hectares for landscaping, ecology, open space and amenities.

Three indicative options have been tested and are shown below, which reflect different density options. Typical residential densities of between 28 and 38 dwelling per hectare have been used within each cell to illustrate the possible number of dwellings achievable for the overall site and site capacity. Density will be influenced by place making criteria e.g. assigning density to cells appropriate for the location of the cell in relation to the wider site.

Key

- Housing at 38 dwelling per hectare 
- Housing at 34 dwelling per hectare 
- Housing at 28 dwelling per hectare 
- Proposed development cells 
- Proposed SuDS area 
- Existing waterways 
- Existing trees 
- Proposed roads 
- Proposed buffer planting 



Cells number	Cell area	Units per cell
1	2.36	80
2	1.15	39
3	1.95	54
4	0.98	27
5	0.72	24
6	1.18	40
7	0.90	30
8	0.78	26
9	0.91	34
10	1.10	37
11	1.10	41
12	0.68	25
13	1.62	61
14	3.18	120
15	1.58	53
16	1.09	37
17	0.99	33
18	0.77	26
19	3.32	92
20	0.53	18
21	0.37	12
22	1.56	59
23	1.51	57
24	1.17	39
25	2.18	74
26	1.16	39
27	1.56	43
28	1.27	35
29	1.09	30
Total area	38.76	1285



Cells number	Cell area	Units per cell
1	2.36	80
2	1.15	39
3	1.95	54
4	0.98	27
5	0.72	24
6	1.18	40
7	0.90	25
8	0.78	21
9	0.91	30
10	1.10	37
11	1.10	30
12	0.68	19
13	1.62	61
14	3.18	120
15	1.58	53
16	1.09	37
17	0.99	33
18	0.77	26
19	3.32	92
20	0.53	18
21	0.37	12
22	1.56	59
23	1.51	57
24	1.17	39
25	2.18	74
26	1.16	39
27	1.56	43
28	1.27	35
29	1.09	30
Total area	38.76	1254



Preferred Development density

Based on the above and the indicative layout it is suggested that the site can accommodate 1250 units. It is therefore proposed that the site allocation should reference 'up to 1250' units. This will provide flexibility and ensure that the wider site can come forward and deliver a significant quantum of green space in keeping with the garden village ethos proposed.

Cells number	Cell area	Units per cell
1	2.36	66
2	1.15	32
3	1.95	54
4	0.98	27
5	0.72	20
6	1.18	33
7	0.90	25
8	0.78	21
9	0.91	30
10	1.10	37
11	1.10	30
12	0.68	19
13	1.62	61
14	3.18	89
15	1.58	53
16	1.09	37
17	0.99	33
18	0.77	26
19	3.32	92
20	0.53	18
21	0.37	12
22	1.56	59
23	1.51	57
24	1.17	39
25	2.18	74
26	1.16	39
27	1.56	43
28	1.27	35
29	1.09	30
Total area	38.76	1191



Character Areas

The indicative masterplan has been used to help define broad character areas. These include:

1. Country park/ ecological zone
2. Southern Gateway
3. The Leamside Way
4. The Meadow
5. Cleadon View
6. Meadow Flatts
7. Village hub
8. Eastern gateway

Each neighbourhood will have its own character and identity influenced by the arrangement and configuration of streets, its residential density and mix of house types and sizes. The character of each area will also vary depending on the detailed design of homes, their materials and finishes. These will be determined at more detailed design stages, subject to taking into account the palette of materials and architectural detailing of the local area.

The focal point of the masterplan will be the village hub and village square which is located close to the centre of the site. The village hub is conceived as a village centre and could facilitate community activities and include space for a village shop or cafe.



Precedent images showing the masterplan ambition for Country Park character areas.



Illustrative character area location diagram

Precedent images showing the masterplan ambition for different character areas.

Southern Gateway



The Meadow



Leamside Way



Meadow Flatts



Eastern Gateway



Cleaton View

Leamside Way

Overview

The Leamside Way Character Area will run along side the dismantled Leamside Railway line, from which it takes its name. Housing will front onto the former railway line, mitigating for any future use of the line, forming a strong linear park at least 30 meters in width connecting larger green spaces to the north and south. A further green route along the existing waterway to the east will create a landscape dominated development reminiscent of the original garden villages.

Movement through the area is designed to maximise the permeability whilst promoting pedestrian movement. Therefore housing will be arranged to front onto the green route to the west with private drives connecting to the main spine route to the east.

Placemaking

Key characteristics include:

- A series of small perimeter blocks orientated with the primary routes in a north south direction and secondary/ tertiary routes running east west.
- Main pedestrian movement along the west side the character area where there is an existing landscape buffer to the Leamside railway line which will be increased and enhanced.
- Main vehicular movement along the east edge of the character area capable of accommodating a bus route.
- A mixture of medium to high density housing, predominately two storeys in height.
- Strong landscaping along eastern edge of the character area providing a buffer to the existing waterway and wildlife corridor.



Precedent housing example

Density and Quantum

The intent for the Leamside Way is for a mixture of higher and medium density development with predominantly streets of two storey terraced, semi-detached and detached housing with densities ranging from 28-34 dph.

Development Cells	Area (Ha)	Area (Acre)
1	2.36	5.83
2	1.16	2.87
5	0.72	1.77
6	1.18	2.92

Development cells within Leamside Way character area



Precedent tree lined pedestrian route



Illustrative character area location diagram



Massing image of the Leamside Way character area

The Meadows Character Area

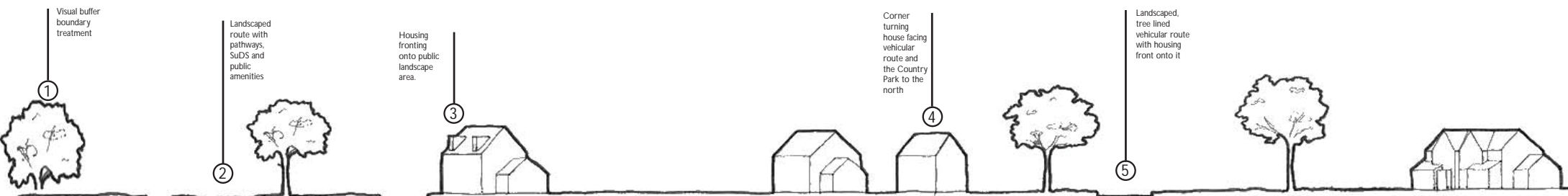
The Meadows character area is generally flat and will be characterised by the landscape and ecological buffer to the waterways and wildlife corridors which run through the area in the north south direction.



Precedent example



Illustrative character area location diagram



Illustrative section through The Meadows character area

The Southern Gateway

Overview

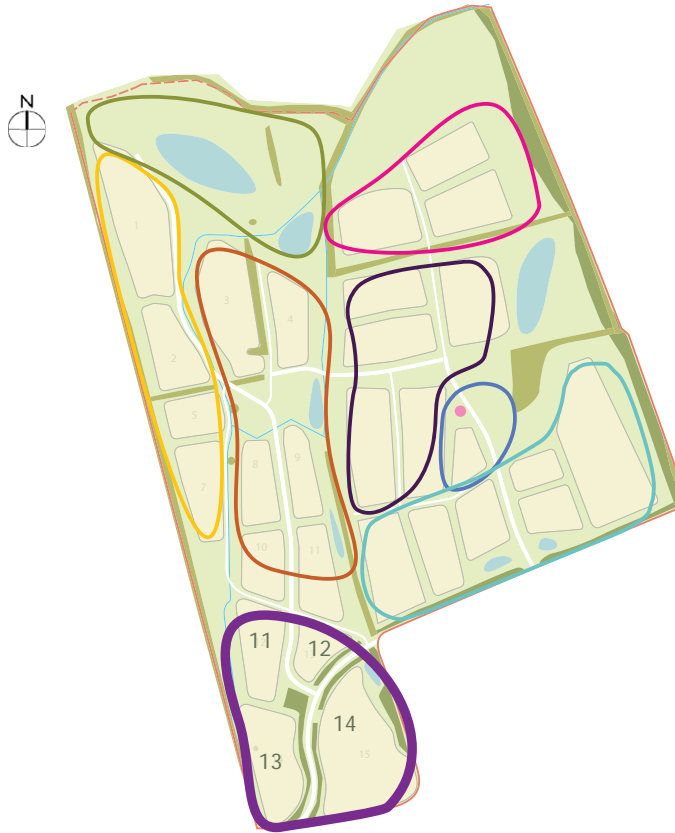
The Southern Gateway character area will form the main arrival point to the housing development. Located adjacent to the A1290 it is important that properties provide an attractive frontage rather than turning their back on this movement corridor.

Placemaking

A green arrival space around which housing is positioned will create a gateway feature that will provide a formal green space. Housing will be arranged to front onto this space. This space will act as a scene setting opportunity for new development. Landscaping will be introduced along both sides of the A1290 to create a soft edge.

Key characteristics include:

- A mixture of housing typologies but predominantly higher density forms of development
- A principal vehicular access point will be through the southern gateway which will accommodate buses.
- Housing will be arranged to front onto this route and a green arrival space at the entrance to the site.
- Building height will be mainly 2 storey within this character area with 2.5 storey properties restricted to key nodes near the site entrance.
- The main vehicular route will be a tree lined avenue running in a north - south direction giving visual connections to the Northern natural landscaping.



Illustrative character area location diagram

Density and Quantum

The intent for The Southern Gateway character area is for a mixture of higher and medium density development with a mixture of two storey terraced, semi-detached and detached housing with densities ranging from 30-34 dph.

Development Cells	Area (Ha)	Area (Acre)
11	1.10	2.72
12	0.68	1.68
13	1.62	4.00
14	3.18	7.86

Development cells within The Southern Gateway character area

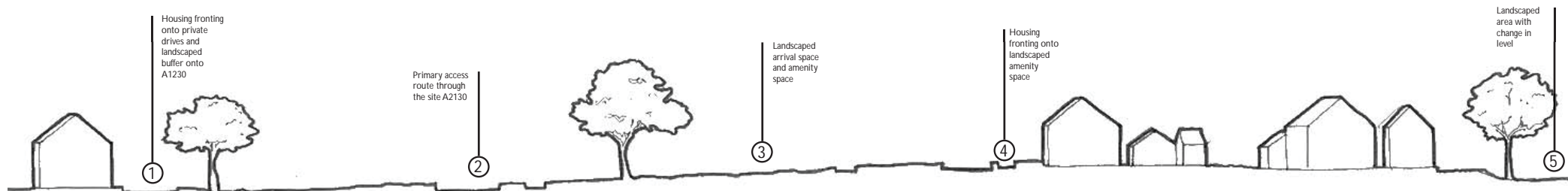
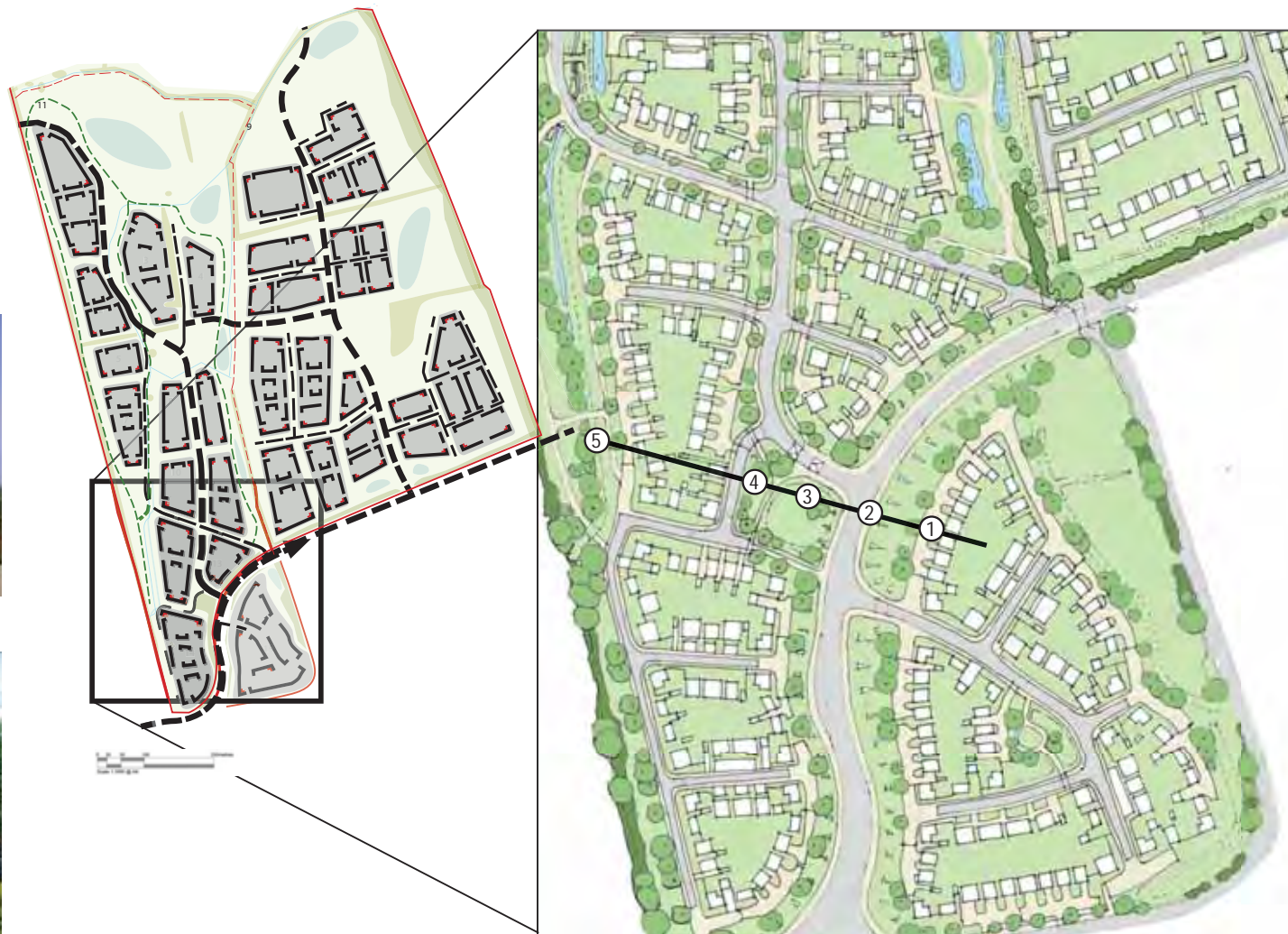


Massing image of the Southern Gateway character area

The Southern Gateway Character Area

The Southern Gateway Character Area is largely flat and set down slightly from the level of the A1290 with a small rise towards the Leamside line.

Landscaping will buffer the development from road noise and pollution at this prominent gateway location.



The Eastern Gateway

Overview

The eastern gateway is adjacent to the A1290 close to the IAMP area and Nissan to the south east. The second principle means of access to the garden village will be located within this character area.

Placemaking

Key characteristics include:

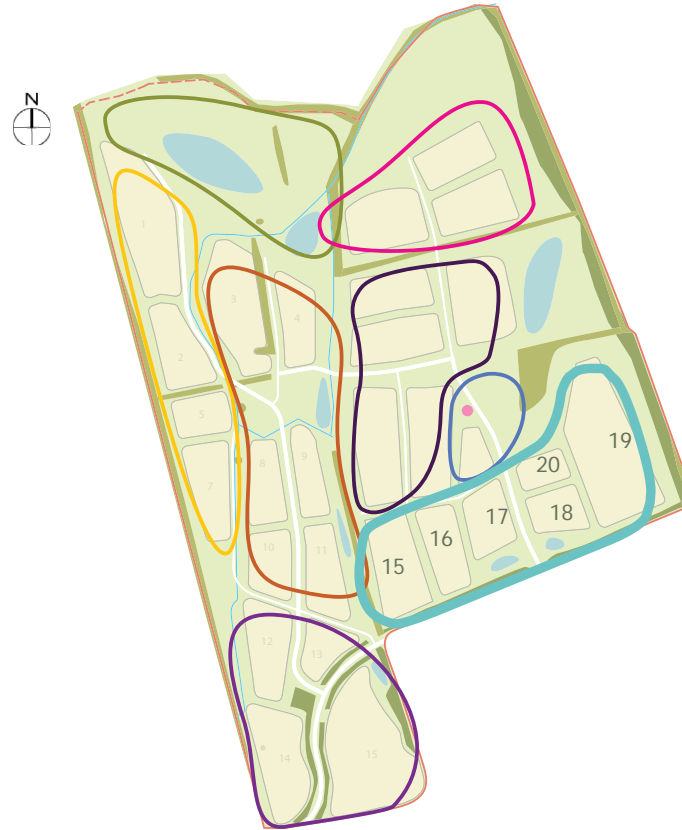
- A mixture of housing typologies are envisaged with higher density housing closer to the A1290
- A formal area of green space defining the gateway with SuDS ponds near the entrance
- A central tree lined green route following the main spine road leading towards the village hub
- An eastern green buffer with woodland planting to create a buffer to IAMP to the east
- Housing will be arranged to face outwards and front onto green spaces
- Blocks of housing will be arranged to create frequent and variable pedestrian linkages between the landscaped, pedestrian only, routes.
- Building height will be mainly 2 storey within this character area with 2.5 storey properties restricted to key locations such as the main entrance area.

Density and Quantum

The intent for The eastern character area is for a mixture of higher and medium density development with predominantly streets of two storey semi-detached and terraced blocks of housing with densities ranging from 32-40 dph.

Development Cells	Area (Ha)	Area (Acre)
15	1.58	3.90
16	1.09	2.69
17	0.99	2.45
18	0.77	1.90
19	3.32	8.20
20	0.53	1.31

Development cells within The Eastern character area



Illustrative character area location diagram



The Eastern Gateway Character Area

The Eastern Gateway Character Area fronts onto the A1290. Properties will be set back from the highway, with enhanced tree and hedge planting, along with SuDS provision enhancing the setting at this prominent gateway position.



Meadow Flatts

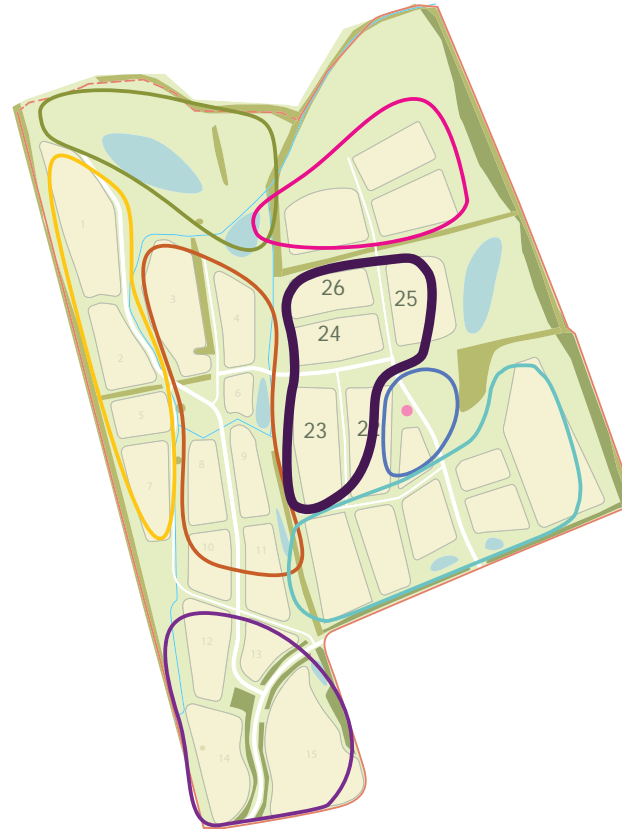
Overview

The Meadow Flatts area is generally flat and is adjacent to the village hub area. Running along the western boundary of this character area is a north south green corridor. The eastern part of this character area will look towards an area of community woodland and SuDS attenuation ponds in the foreground.

Placemaking

Key characteristics include:

- A mixture of housing typologies are envisaged within the The Meadows Flatts character area with the density of housing reducing towards the north eastern edge where mostly detached housing will be used.
- Two green fingers running north - south will provide wide multifunctional green routes connected to the northern natural landscaping.
- Housing will be arranged to front onto these routes to provide surveillance
- Blocks of housing will be arranged to create frequent and variable pedestrian linkages between the landscaped, pedestrian only, routes.
- Building height will be mainly 2 storey.
- The main vehicular route will be a tree lined avenue running in a north - south direction giving visual connections to the northern natural landscaping.



Density and Quantum

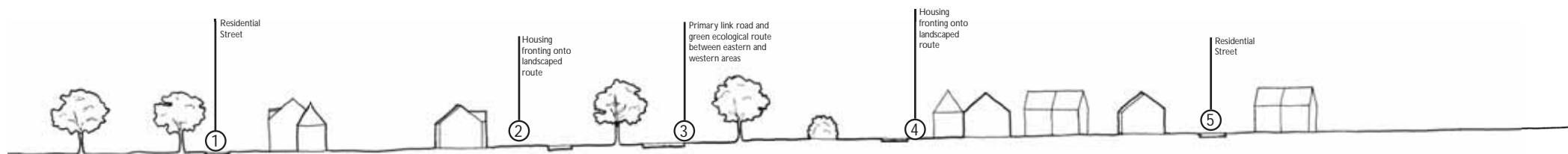
Medium density housing is envisaged within this character area.

Development Cells	Area (Ha)	Area (Acre)
22	1.56	3.85
23	1.51	2.47
24	1.17	2.89
25	2.18	5.39
26	1.16	2.87



The Meadow Flatts Character Area

At the heart of the eastern area of development this medium to high density area is located adjacent to the community hub, enhanced woodland and a number of primary green thoroughfares through the development.



Cleadon View

Overview

The Cleadon View character area is generally flat and will be characterised by the landscape and ecological buffer to the waterways and wildlife corridors which housing cells will look onto. Around the northern and eastern edge of development a substantial area of green space is proposed which can accommodate SuDS and green space that can be used to provide an ecological enhancement to the wider site.

Placemaking

- Built frontage overlooking green space to the north and west
- Lower density housing
- Woodland planting along the eastern edge
- Retention of east west hedgerow
- East -west green corridors through the site

Density and Quantum

Medium to low density housing is envisaged within this character area responding the edge location of these cells. The intention is to reduce density to allow for strong landscape planting to soften built edges.

Development Cells	Area (Ha)	Area (Acre)
27	1.56	3.85
28	1.27	3.14
29	1.09	2.69



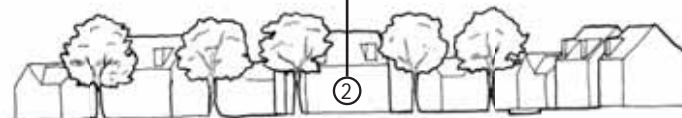
The Cleadon View Character Area

The Cleadon View Character Area at the north western edge of the development is largely flat, with open views over the improved green open space and SuDS to the site periphery. The density of the development decrease to wards the green edge.



Natural Parkland
①

Low density development to 'rural edge'
②



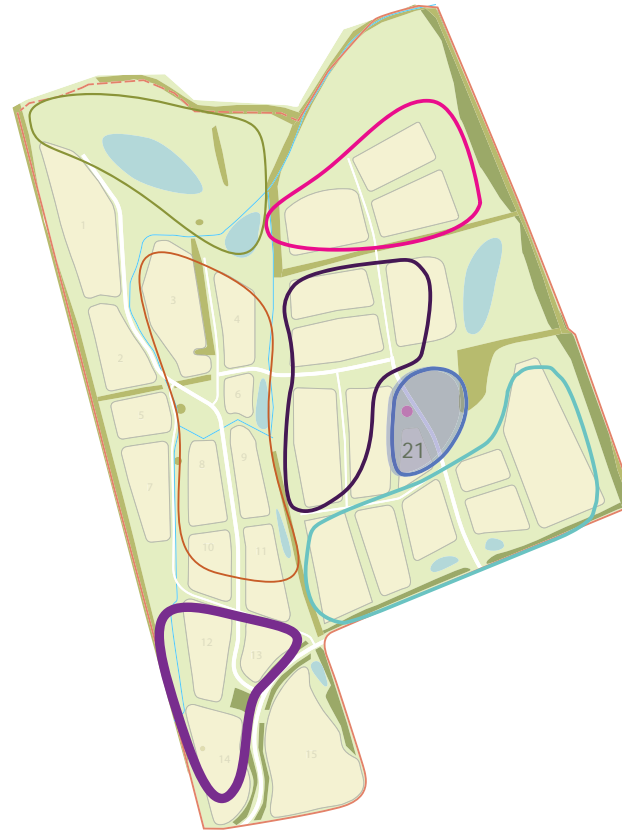
The Village Hub

Overview

The Village Hub character area is located adjacent to an area of open green space that may accommodate sports pitches and cricket oval. Set against these recreational resources will be the retained woodland copse area which will be further enhanced with additional native tree planting creating a community woodland running along the eastern edge of the garden village site.

Placemaking

- The concept masterplan identifies an area in the centre of the site suitable for a 'village hub' which may accommodate a small amount of retail and community facilities. Establishing the community hub at an early stage of the overall site development is important in fostering and developing community ownership and a sense of belonging.
- The community hub building provides the opportunity to create a focal building within the village centre providing the opportunity for residents and visitors to meet and interact.
- Buildings to be arranged to create an active frontage



Density and Quantum

Development Cells	Area (Ha)	Area (Acre)
27	0.37	0.91



Hub building



Community shop



Community cafe



Village bakery / artisan bakery



The Village Hub Character Area

The Village Hub Character Area is positioned at the fulcrum of a number of key routes and landscape corridors running both north-south and east-west through the development and will become the focus for local shops, recreation and leisure facilities for the whole community.



Approach to Landscape Design

The landscape proposals for the site have been considered strategically and would pay due regard to any findings of a Landscape Visual Assessment (LVIA) and existing site features. Proposed landscaping will also be used to screen and feather the edge of development around the site perimeter and avoid a large mass of uninterrupted housing and rooflines.

Due to the flat nature of the site it is anticipated that landscaping can be used to great effect in terms of reinforcing strong east west and north south green routes to break up cells of housing.

Consideration will be given to how the landscape and visual effects can be minimised and ensure the development is assimilated into the surrounding area by undertaking the following:

- Retain and enhance existing vegetation, key wildlife routes and habitats.
- Respect and work with the topography of the site to develop opportunities for integrating the development successfully within the wider area through sensitive location of proposed roads, development cells and associated landscaping.
- Retain the existing small pockets of woodland in particular the woodland copse in the eastern part of the site.
- Use of appropriate materials and typologies should also be considered to reduce visual impacts. Elements that will assist with this include providing a varied roofscape and consideration of roof and facade treatments i.e colour and material.



Landscape Masterplan

The proposals illustrated by the Landscape Masterplan aim to create a network of interlinked open spaces and associated activities in and around the edge of the site with the creation of a hierarchy of “green links” providing the connection between them.

In order to develop a sense of place for the development, building on the existing landscape character, the landscape masterplan incorporates the following principles:-

- Existing hedgerows within the site to be retained and enhanced with appropriate infill planting where required and the introduction of or encouragement of individual hedgerow trees. Retained trees and hedgerows will be safeguarded during construction works by tree protection fencing.
- A network of landscape buffer zones or corridors are to be provided around the perimeter of the site, providing off-road circular routes for a varied range of users linked to existing and proposed recreation paths (the byway) crossing the site and within the surrounding area. The corridors of green space surrounding the western, southern and eastern edge of the site will form part of a connected natural area of green space and will incorporate areas of structure planting, individual trees, native shrubs and species rich grassland.
- It is proposed for all open spaces, routes and corridors to be overlooked by adjacent properties to provide attractive outlooks from the homes and allow for easy access to routes/ features and natural surveillance of them. There are key crossings of roads required to reach these outdoor facilities. Consideration will be given to the provision of pedestrian priority areas through different paving materials and level access.
- Paths provided within the open spaces/ corridors will be a minimum of 2.5m and in the detail development, consideration will be given to the key users of routes when planning what is to be included along them,
- Where practicable, over-ground drainage features such as swales and ditches will be incorporated within open spaces/ green corridors to introduce new habitats, help to control access and contribute to the aesthetics of these spaces which will be overlooked by adjacent properties.

SuDS

The main SuDS areas is proposed to be located at the northern and eastern edge of the site and link to the existing network of waterways and ditches. The northern SuDS will be located within a country park setting and will form a major part of the scene setting for the garden village. These SuDS will form a larger attenuation area linked to a series of linear SuDS features running north south. It is proposed for the SuDS features to be provided as a series of ponds along this route, each holding varied levels of permanent water to provide opportunities for different activities and habitat types.

This principle is to be developed at the detailed stage but it is envisaged that these will change from dry basins, allowing them to be used as part of the informal/ natural play provision, through to those with ephemeral areas and standing water, providing dipping pools and amphibian habitats. Further native marginal and emergent planting will be incorporated within most of the SuDS features within this corridor and the wider site to establish cover on the banksides and will supplement any natural colonisation of species which will occur. Engineering features associated with these areas, such as headwalls, will be integrated into the landscape proposals where possible through the use of boulders, gabions and planting.

The green fingers between development cells will accommodate narrow linear swales and attenuation ponds to serve individual development cells. These will be landscape features and be dry most of the year.

Community Allotments and Green Fingers

Community allotments will be distributed throughout Washington Meadows where people can grow their own produce and plants. A series of open spaces is also to be provided running along the green fingers between development cells which will be linked to circulation routes. These will contain spaces for formal outdoor sports and amenity space.

Street Tree Planting and Landscaping

The streetscape will be a key consideration for the site with main roads being tree lined to help soften the views of the routes from the surrounding areas. Road alignments have been influenced by existing topography with the majority, of the routes travelling along contours. This affords the opportunity for the streetscape to contribute to the setting of the development, not only from within, but also from distant views towards the site. Layers of tree planting will be visible, stepping up the slopes on the west of the development, filtering views of the built form and tying it in to the vegetation on the boundaries and wider area.



Potential Soft Landscaping

Detailed planting palettes and schedules for the landscape typologies proposed within the site will be developed through research of existing species on site and in close co-ordination with ecologists to provide appropriate mixes to meet the requirements of enhanced and proposed spaces and mitigate, where possible, for the loss or reduction of habitat types within the site.

A hierarchy of tree sizes will be proposed for the site in accordance with the suggested streetscape and spaces. Advanced nursery stock will be included in open spaces throughout and also at key focal points/junctions and along green links and corridors. Heavy and selected standard trees would be proposed in front garden areas with standards, including mainly fruiting varieties, being located in some back gardens. Existing hedgerows, will be reinforced and/or enhanced with native hedgerow plants such as blackthorn, hazel, holly and rose's in order to increase density and species richness.

Within the green corridors and links, species rich grass mixes and wildflowers (blue moor grass, small cabious, rock rose and dark red helleborine) will be proposed to compliment native hedge planting. Low maintenance grass mixes will be introduced to the main amenity spaces within the development and will be maintained in accordance with use. Some grassland areas proposed will include a native bulb mix, containing a large percentage of varieties.

Structure tree / shrub planting may be from the following:

- *Acer campestre*
- *Alnus glutinosa*
- *Betula pendula*
- *Betula pubescens*
- *Cornus sanguinea*
- *Corylus avellana*
- *Crategeus monogyna*
- *Ilex aquifolium*
- *Malus sylvestris*
- *Pinus avium*
- *Prunus padus*
- *Prunus spinosa*
- *Quercus robur*
- *Sambucus nigra*
- *Sorbus aria*
- *Sorbus aucuparia*
- *Tili cordata*
- *Viburnum opulus*



Informal Play

The landscape masterplan proposes a circular route around the edge of the site which will form part of the natural landscape. In addition a series of green fingers are proposed running east west through the site following existing hedge lines and creating a blue green grid. These spaces will incorporate 'play on the way' and natural play features. Indicative examples are shown on the right. Typical features may include:

- **Mounding** - This can provide opportunities to climb, roll or run up and down a mound. Using any existing natural slopes, ditches, hollows or mounds can greatly enhance the play value of an open space. Mounding can also be combined with hard landscaping items such as rope bridges running between two mounds or slides built onto a mound or slope. Boulders can be positioned creatively to help increase ease of access up and down mounds, encourage climbing and provide alternative routes.
- **Stone Elements** - Stone products are an ideal addition to a play environment and can promote increased imaginary play and encourage active free play such as hide and seek.
- **Foliage** - Mixing the types of vegetation within and around an open space can greatly help the feel of a natural area. Using trees which enable interaction all year such as hiding places will also be taken into account. Using various species of plantation intelligently will create adventure spaces while introducing an element of risk.
- **Wooden Elements** - Low maintenance natural wooden play features will be introduced along the perimeter route. These wooden elements will create an impression of an open and rural environment and may be used alongside stone elements and mounding.



Precedent examples showing natural play features

Pathways and routes

The landscape masterplan proposes a series of green routes through and around the site. The masterplan incorporates a series of linear green routes which run in a north south direction and connect to the village hub and through residential development cells. These green routes ensure all properties are close to the areas of green space which creates a green collar around the edge of the site. A cycle route is proposed through the centre of the site and along the southern edge of the A1290, with the potential of connecting to the cycle route further east along the A1290. The plan on the opposite page identifies these routes.



Precedent example showing wild flower meadow with mown path



Precedent example showing swale and way finding marker



Key

- Pedestrian only route
- Pedestrian/ cyclepath route
- Route along existing waterway
- Pedestrian links along vehicular routes

Illustrative diagram showing pedestrian movement

SuDS and Flood Management

The changes in level across the site and the inclusion of significant green corridors around the edge of the site and through the village green spaces and country park along the northern edge of the site provide the opportunity to integrate Sustainable Drainage Systems into the masterplan. A detailed drainage strategy will be developed that captures water in SuDS detention basins at the low point of the site before discharging into existing watercourses. Swales will provide the opportunity to filter and maintain water quality. The drainage strategy will help alleviate current flooding issues providing a more sustainable, biodiverse and attractive environment into which surface water will naturally drain.

SuDS also provides the opportunity for the creation of new habitats and will provide a landscape backdrop to housing ensuring a distinctive sense of place. SuDS can form both source control and site control to limit the discharge of water off-site and provide treatments to maintain water quality.



Precedent images for SuDS

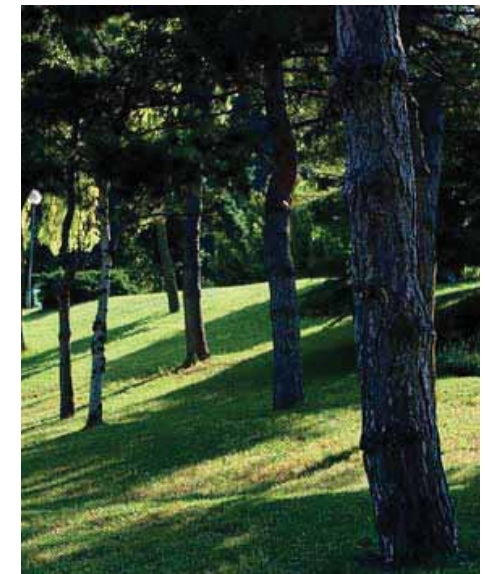
Noise

Consideration has been given to the noise from the potential re-use of the Leamside Line. A 30 metre buffer has been incorporated within the masterplan which could include a bund if necessary. The 30 metre buffer will allow for planting and strategic landscaping to be planted along this edge of the site. The images opposite give an indication of how this edge can be created and can incorporate a bund and living willow acoustic screen fencing if required.

A substantial buffer has also been provided along the eastern boundary which will be used to create an accessible green space and buffer between IAMP and proposed housing. The initial proposals for the IAMP site locate development closer to the A19 rather than the proposed Washington Meadows Garden Village site. In addition the IAMP Area Action Plan suggests a substantial landscape buffer to the north of West Moor Farm and West of North Moor Farm.



Examples of acoustic screening - 'living willow' fencing which can be used to screen noise



Examples of earth bunding incorporating landscaping and pedestrian \ cycle route

20.0 Sustainability

The following sets out how the proposals for Washington Meadows can address the economic, environmental and social factors identified in the NPPF as a “golden thread” in planning.

1. Building a strong competitive economy

Providing new homes supports the local area and the continued development of its economy. Accommodation in this location, with sustainable links to the proposed IAMP development will provide a unique opportunity for the County to attract and retain business leaders and entrepreneurs and will assist with the Council’s wider objectives to deliver a step change in economic performance.

2. Reducing the need to travel by car

There is potential for shopping and local services for day-to-day needs to be included within the masterplan, thereby reducing the need to drive to nearby shops and services. The site also offers an opportunity to integrate sustainable modes of transport. The framework has been developed to encourage travel by walking, cycling and public transport instead of private car. The majority of new homes will be within a short walk from the nearest bus stops.

3. Delivering a wide choice of high quality homes

The development will deliver a range of high quality houses in a unique landscaped setting. This will meet an identified need for a range of housing and also contribute towards provision of affordable housing. Providing this type and mix of housing will have significant and direct economic benefits.

4. Requiring good design

A high quality design and use of materials will be required to create the exemplar development envisaged. A detailed Design Code will be prepared for the submission of the reserved matters applications ensuring a cohesive design throughout the scheme.

5. Promoting healthy communities

Walking and cycling will be encouraged by creating clear routes with good vision corridors and well planned destinations. The green infrastructure serves as a framework for leisure, walking and cycling, with links to the wider leisure routes.

6. Meeting the challenge of climate change

As a general principle, new development will incorporate high standards of sustainable design and construction. Reserved matters applications will be supported by information which demonstrates how environmental design principles will be delivered.

7. Conserving / enhancing the natural environment

The masterplan is landscape-led and has been prepared with collaborative input from ecologists and landscape architects. The principle and most valuable trees and hedgerows are retained and enhanced, and the proposed landscaping will contribute to the creation of a variety of habitats.

Overall, the development represents socially, environmentally and economically sustainable development.



Health Enabling and Prevention

Washington Meadows Garden village will be designed to ensure an integrated health and well being environment . The masterplan is underpinned by ‘healthy placemaking’ by creating a place which will fully play a part in avoiding preventable disease through careful design. It will achieve this by

- Integrated exercise and recreational approaches including walking and cycling routes to community, educational and work places
- Maximising independence and lifestyle choices
- Building smart houses in neighbourhoods with built in monitoring and information access
- Further developing the local innovative digital health system, which allows phone line, app and internet based digital technology to be linked to GP and hospital record systems
- Whole systems approach (TCPA): service design, public health and prevention developed together to achieve holistic change.

The following explains how ‘Healthy New Town’ design principles advocated by the NHS and being applied to 10 healthy new town demonstrators across England could be applied to Manor Farm Garden Village.

The intention would be for Washington Meadows to follow best practice guidance set out by the Town and Country Planning Association (TCPA) in various publications such as “Reuniting Health with Planning” and “Planning Healthy Weight Environments”. The TCPA sets out a range of interventions within the planning and design of new development that can help in creating an environment which supports healthier lifestyle choices. These are categorised under the following themes and have been applied to Washington Meadows (as indicated in the diagram).

- Movement and access - sustainable travel or active travel
- Open spaces, play and recreation: green infrastructure, formal and informal play areas
- Healthy food environments: food growing and access to healthy food retail
- Neighbourhood spaces: public realm, social and healthcare facilities and services
- Buildings: design and layout of homes and commercial spaces
- Local economy; town centre retail and food diversity

Transport, access and movement have been planned based on the following hierarchy:

- Walking
- Cycling
- Public Transport
- Private car

Facilities for those on foot and cycle will be provided such as seating, cycle parking and adequate signage

Safe, well lit routes through the garden village

Transport & Movement



Social Infrastructure

Washington Meadows will provide a village hub which includes local services, social infrastructure and facilities.

Public realm spaces throughout Washington Meadows will provide high quality spaces that ensure good levels of natural surveillance and connect different parts of the garden village with one another as well as facilities and public spaces across the site.

The aim is to ensure all community facilities and services are within 400-800m walking distance

Green Infrastructure

Washington Meadows Garden Village will protect, enhance and supplement the existing green blue infrastructure to support human and natural life. The following hierarchy for green space has been used

- Habitats and ecology
- Access, recreation and movement
- Play and education
- Amenity and landscaping
- Local food and sports provision

Economy

Washington Meadows garden village is located close to a number of employment opportunities and incorporates a mixed use area within the village hub which will provide direct access to employment areas within the garden village.

Washington Meadows garden village will take the opportunity to employ local labour and provide training and skills through construction and within the integrated health and well being community.

Flexibility has been built into the masterplan to allow the village hub to accommodate different uses responding to economic demand.

Healthy Food Choices

Washington Meadows Garden Village will provide opportunities for local food production through the provision of private gardens and communal spaces.

Community allotments located close to the community and health well being hub will encourage greater social interaction around growing.

The health and well being hub will use locally grown produce,

Placemaking

The Washington Meadows Farm Village masterplan seeks to provide a legible and permeable environment that is easily understood and has clear signage and wayfinding.

Public spaces, streets and green spaces will benefit from natural surveillance.

All parts of the development will be within 5-10 minutes walking distance of the village hub.

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