



Wynyard **Masterplan**

Strategic Framework & Delivery

NOVEMBER 2019

Adopted Version 1.0 - November 2019



Stockton-on Tees Borough Council

Strategic Development Team
Municipal Buildings
Church Road
Stockton-on-Tees
TS18 1LD
Tel: (01642) 526022

Email: planningpolicy@stockton.gov.uk
Website: www.stockton.gov.uk



Hartlepool Borough Council

Planning Policy Team
Civic Centre
Victoria Road
Hartlepool
TS24 8AY
Tel: (01429) 284084

Email: planningpolicy@hartlepool.gov.uk
Website: www.hartlepool.gov.uk

Wynyard Sustainable Settlement, A Masterplanned approach...

A masterplan is the multi-layered design approach to placemaking. It begins at the very start with an idea and continues through from a strategy to detailed design, and then delivery on site. The very success of a masterplan relies on a collaborative approach from all parties involved throughout all stages of the design process to ensure that a shared vision is achieved based on social, economic, and environmental objectives.

It is important to recognise that this stage of the Wynyard Masterplan should not be seen as a rigid blueprint for development and design, but rather a document that sets out the context and development principles within which individual projects come forward.

This document is therefore about the strategic stage of thinking for the Wynyard settlement and sets out the proposals for movement, spaces and land use in the form of a 'Strategic Framework' and matches these proposals to a delivery strategy.

This will ensure a comprehensive approach to the delivery of Local Plan allocations in both local authorities, guiding future development to deliver the vision for a sustainable settlement at Wynyard.

Contents

- 1.0** Strategic Context
- 2.0** Baseline Summary
- 3.0** Infrastructure Requirements
- 4.0** Design Evolution
- 5.0** Delivery

Appendix 1 Infrastructure Delivery Plan

Appendix 2 Infrastructure Delivery Schedule



An aerial photograph showing a large residential development with winding roads and houses, interspersed with green golf courses and several ponds. In the far distance, a line of wind turbines is visible against a hazy sky. A white curved line is drawn across the left side of the image.

1.0 Strategic Context

1.1 Introduction

The Wynyard area (**Figure 1**) is located within the Tees Valley to the North of Stockton and West of the A19 (T) and the towns of Hartlepool and Billingham. Land at Wynyard is split between two local authorities, Hartlepool Borough Council and Stockton-on-Tees Borough Council. The area also falls within two Parish Council areas Elwick Parish (within Hartlepool Borough) and Wynyard Parish (within Stockton-on-Tees Borough).

The Wynyard area has been identified as a major location for housing growth over the next 15 years, which will lead to it growing to a scale similar to a number of settlements across the Tees Valley. The Wynyard area can be split in to several broad locations (see **Figure 2**) where development is supported in Local Plans:

- Wynyard Business Park (Purple area on **Figure 2**) – Managed by Northumberland Estates for a variety of commercial / employment generating uses.
- Wynyard Park (Blue area on **Figure 2**) – Mixed use location incorporating housing led development in Stockton-on-Tees Borough and housing and employment development in Hartlepool Borough. Owned by Wynyard Park Limited
- Wynyard Village Extension (Orange area on **Figure 2**) – Western / South-western extension to the village to accommodate new residential led development. Owned by Cameron Hall Developments.
- Wynyard Golf Club – Existing golf course including potential executive housing development and remodelling of golf course (Green area on **Figure 2**) Site owned by Jomast.

The purpose of this document and the accompanying Strategic Framework Plan, is to provide a comprehensive approach to the delivery of the Local Plan allocations in both local authorities, guiding future development to deliver the vision for a sustainable settlement at Wynyard.

The key deliverables that this document seeks to enable are:

Housing

Deliver a co-ordinated approach to the delivery of housing across Wynyard providing a mix of housing types and tenures which aims to balance the needs of the community and the housing market.

Employment

Development of high-quality employment development at Wynyard.

Green Infrastructure

Develop proposals for open space, sports facilities, sustainable drainage and connectivity within and beyond the Wynyard area. These new features should recognise the existing high-quality assets in the area and the opportunities they provides for the new development to strengthen the network of multi-functional green infrastructure within Wynyard.

Education

Develop proposed locations for education facilities, to meet the needs of Wynyard residents, whilst recognising the existing catchments of provision in neighbouring settlements.

Other community services and facilities

Provide convenient facilities to meet the needs of residents within the community.

Highway Infrastructure

Provide highway improvements to ensure that the planned housing and employment growth in the Wynyard area can be accommodated on both the local and the strategic road network.

Sustainable Transportation

Provide attractive pedestrian and cycle connections within the Wynyard settlement and to connect the settlement to adjoining areas.



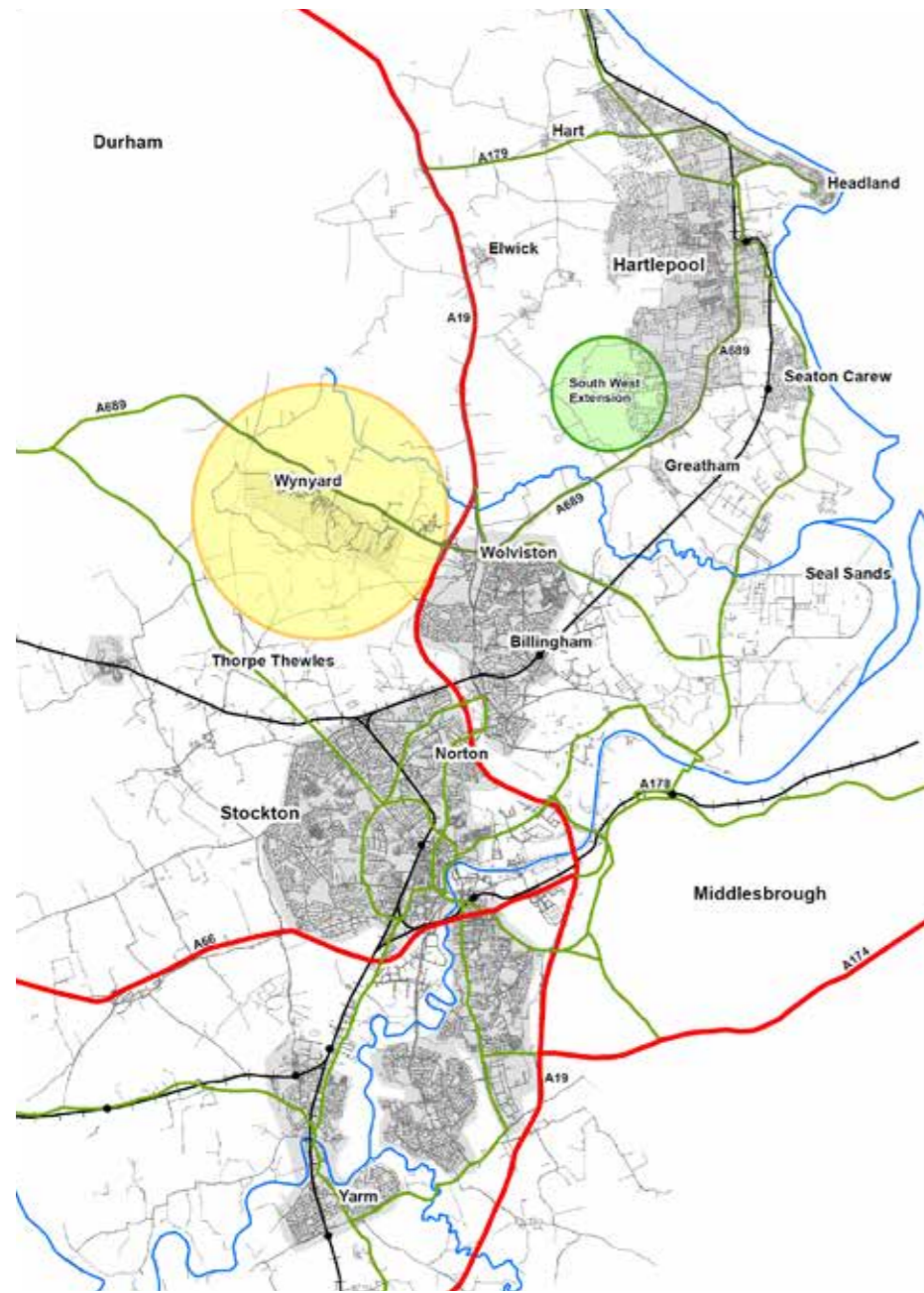


Figure 1 - Strategic Context

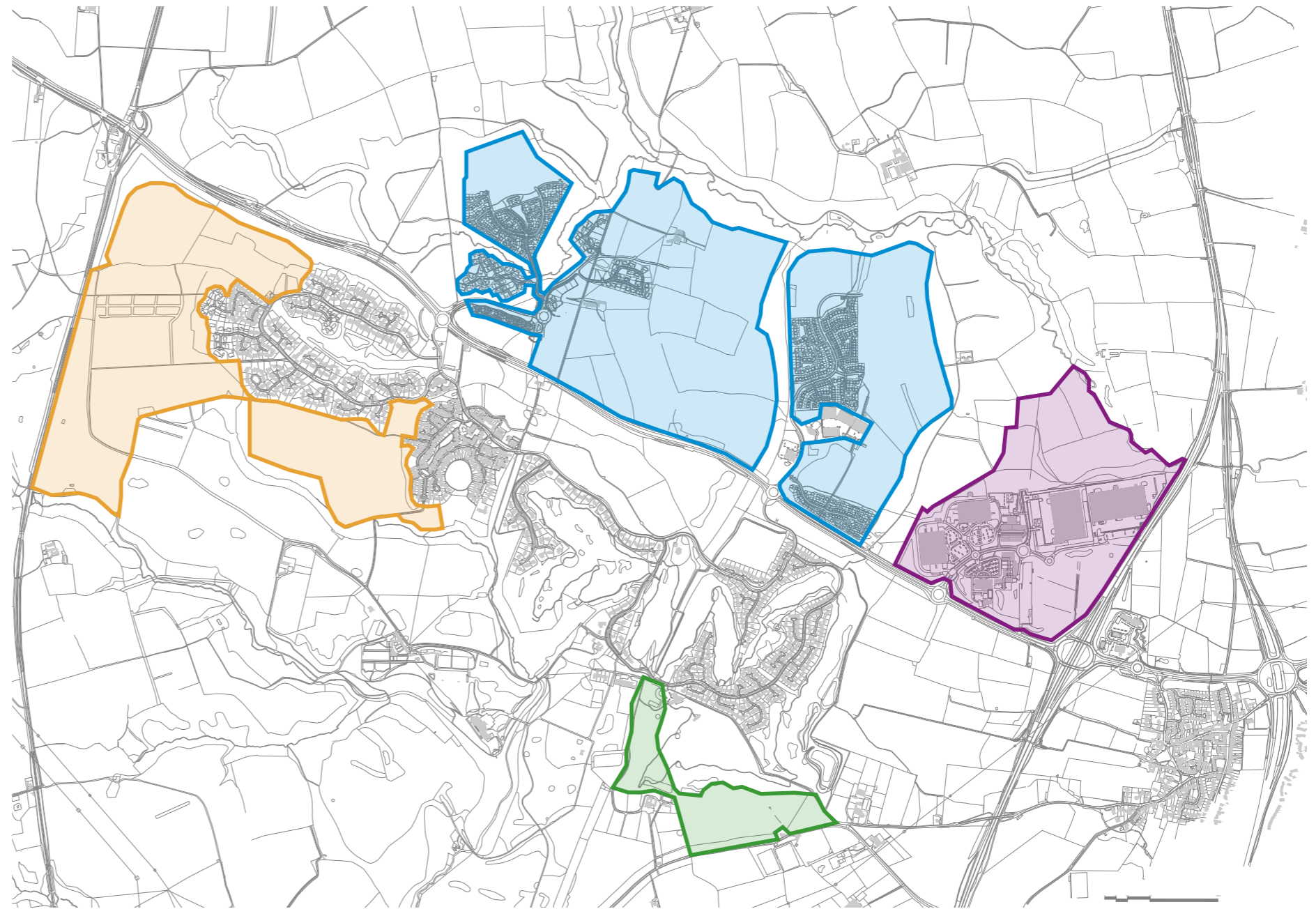


Figure 2 - Wynyard Overview Plan

1.2 Vision & Development Objectives

For Wynyard to grow from a community isolated from the main urban areas of Tees Valley into a high-quality sustainable settlement, accommodating a mixture of executive housing, market housing, employment development as well as providing access to education, community facilities and green infrastructure for residents.

To support this vision, the following overarching principles for the area have emerged through the process of developing the development framework document:



Land Uses

1. Develop a critical mass to create a sustainable community at Wynyard through the delivery of both executive housing and market housing.
2. Continued provision of large scale employment land sites that are well connected to the A19(T) and via the A689 to the A1(M) and are attractive to inward investment opportunities.
3. Provide local convenience and community facilities to serve the day to day needs of Wynyard residents that are well located and accessible to residents via walking and cycling routes.
4. Provision of primary and secondary education facilities within Wynyard to meet the needs of the community, to be delivered as the area grows in to a sustainable settlement. Careful site selection will maximise opportunities for safe walking routes to school and as well as adequately catering for vehicle movements.
5. Delivery of sports, leisure and recreation facilities that are accessible to all residents of the community.



Green infrastructure

1. Recognise the existing woodland resource in the area including significant areas that define the landscape character of the area, are of ecological importance or have the potential for biodiversity enhancement, as well as increased access for new residents.
2. A network of connected and multifunctional green infrastructure should be identified and further developed, enhancing and linking woodlands, waterbodies and other natural habitats and green space.
3. Development of SuDS to be incorporated into development alongside other green infrastructure opportunities.
4. Ensuring that green infrastructure is integrated with the street hierarchy and movement routes providing green and highly attractive routes for walking and cycling.
5. Delivery of green corridor within Wynyard Park linking residents with important community facilities



Movement

1. East-west and north-south linkages for movement and transport should be pursued to support both permeability, legibility and linkages across internal development parcels and out to the wider settlement and surrounding areas.
2. There should be a clearly defined street hierarchy, considering their enclosure, height to width ratio, and character to ensure that the development offers well defined streets and spaces.
3. Streets should be designed to encourage low vehicle speeds and reduce the need for retrofit traffic calming during the section 278 process.
4. The Primary Arterial road should be designed to an appropriate width to accommodate linear SuDS solutions, boulevard tree planting and footway/cycleways wherever possible.
5. Provide an attractive and high-quality pedestrian and cycle network to the principles of a walkable neighbourhood and encourage low carbon transport options supporting a shift in the way people move to work, school, shopping and leisure.



Placemaking

1. Provide a range of character areas that help to create a sense of place that responds to the existing and distinctive character of Wynyard Village and its parkland setting.
2. Gateways should seek to provide a sense of arrival and be of high quality in terms of hard and soft landscape design and specification.
3. Nodes should provide a high quality environment that enhances legibility and provides the opportunity for positive social interaction.
4. There should be active frontages throughout the development to help define the street character; with building design and orientation optimised to address the street and 'turn corners' where possible.
5. Consideration should be given to orientation and the ability to maximise opportunities for solar energy and solar gain.
6. Development parcels are to be defined and distinguished by both water and green infrastructure as well as by sustainable movement routes.

1.3 Context

Historically the Wynyard area was a private estate (Wynyard Hall), agricultural land and woodland. Since the late 1980s the site has been the location for significant development following planning permissions for a large high-quality executive housing development and golf course to the south of the A689 known as Wynyard Village and a business park to the north of the A689.

Development of Wynyard Village took place throughout the 1990s and was largely complete by 2005. As of 2010, the village included about 800 dwellings within Stockton-on-Tees Borough and about 80 dwellings within Hartlepool Borough. Development at the business park was limited to two office buildings and a court of industrial / storage buildings.

In addition to this, a major inward investment site was also permitted north of the A689 and adjacent to the A19, which was operated by Samsung. This opened in 1994 but closed in 2004 when it was acquired by Wynyard Park Limited. The site was refurbished to create a business park, with further expansion taking place through the development of new buildings for office and logistics use, as well as the acquisition of the business park land held by Cameron Hall Developments.

In 2010 planning permission was granted for a new hospital at Wynyard Park, which required a variety of highway improvements. However, this project was subsequently abandoned.

Following changes in national planning policy both Councils have produced and adopted Local Plans that are committed to an approach that identifies Wynyard as a location for further housing, as well as employment growth, alongside required community infrastructure for these developments.

National Policy

The National Planning Policy Framework (NPPF), which was revised in July 2018 and February 2019, sets out the Government's commitment to:

- Achieving sustainable development;
- Delivering a sufficient supply of homes;
- Building a strong, competitive economy;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Meeting the challenge of climate change and flooding;
- Conserving and enhancing the natural and historic environment;
- Achieving well designed places;
- Delivering high-quality communications infrastructure.

Hartlepool Local Plan 2018

The Hartlepool Local Plan 2018 (Policy LS1) sets out a requirement for at least 6,150 new dwellings over the plan period and recognises the aspiration for growth at Wynyard to create a sustainable community where people can live and work. The Wynyard Housing Developments policy (HSG6) sets out the housing allocations within Hartlepool as set out in **Figure 3** below. When these allocations are taken together with existing dwellings and planning permissions it will ultimately result in about 1200 homes at Wynyard within Hartlepool Borough.

Ref	Site	Area (Ha)	Total Dwelling (Approx)	Remaining Supply at April 2018	Local Plan Allocation
Hsg6a	North Pentagon	8.82	109	109	Permission
Hsg6b	Wynyard Park North	25.8	400	400	Allocation
Hsg6c	Wynyard Park South	11.1	232	232	Allocation

Figure 3

The Plan sets out the range of house types required (Policy HSG2) on each of the allocations, as well as the approach to affordable housing (Policy HSG9) which requires that 18% of homes should be affordable.

In order to help Wynyard develop into a sustainable community the Plan requires:

- That development accords with an approved masterplan;
- 8.9 hectares of land to be set aside (HSG6 / INF4) for community facilities including a primary school, Local Centre, playing pitch provision and associated changing facilities and play facilities including the provision of a multi-use games area;
- A strategic green wedge and a landscape buffer along the A689, appropriate separation of new properties from woodland and a requirement for planting of native species;
- Appropriate pedestrian and cycle linkages within Wynyard and also linking to Hartlepool along the A689 (INF1 and INF2);
- A phasing plan to be submitted as part of any initial planning applications to ensure that the necessary utilities infrastructure is delivered (HSG6);
- Highway network improvements to the A19/A689 roundabout to add a third lane on to the circulatory carriageway heading eastbound to enable two dedicated lanes for southbound traffic onto the A19. This work requires a replacement footpath which will be provided as a bridge crossing the A19 adjacent to the junction;
- Planning obligations (QP1) expected of any development including the playing provision, cycle and footpath links;
- Employment allocations (EMP1) setting out 32.7 hectares of land available for prestige employment use including office uses towards the frontage of the site with the A689. The policy sets criteria and specification for the development of the site.
- Consideration of other policies of relevance to development at Wynyard include climate change (CC1), flood risk (CC2), accessibility (QP3), layout and design (QP4), energy efficiency (QP7), heritage assets (HE1), archaeology (HE2), natural environment (NE1), green infrastructure (NE2), green wedges (NE3), and ecological networks (NE4).

Stockton-on-Tees Local Plan

The Stockton-on-Tees Borough Local Plan sets out a housing requirement of 10,150 dwellings and a need for 115 hectares of general employment land. The Wynyard area is a key element of the Council’s strategy for distribution of housing (policy SD3) ‘...leading to the area becoming a sustainable settlement containing general market housing and areas of executive housing in a high-quality environment’. Housing commitments and allocations (policy H1) included in the Plan are set out in **Figure 4** below.

Ref	Site	Area (Ha)	Total Dwelling (Approx)	Remaining Supply at April 2018	Local Plan Allocation
H1.2.W1	Land at Wynyard Village	82.6	500	500	Permission
H1.2.W2	Wellington Drive	21	44	44	Permission
H1.7	Wynyard Park	66.6	1100		Allocation / Permission

Figure 4

Policies in the Local Plan, in particular Wynyard Sustainable Settlement policy (H3) outline the Council’s approach to development in Wynyard including:

- The requirement for a ‘masterplan’ providing a clear framework for decisions and incorporating an ‘Infrastructure Phasing and Delivery Schedule’;
- A proportionate contribution to the delivery of new infrastructure, with the Council working proactively with developers and other partners;
- Improvements to the highway network and Public Rights of Way network (TI1);
- Securing requirements for education facilities, green infrastructure, and community infrastructure;
- The delivery of executive housing at Wynyard Village (H1.2.W1) and Wellington Drive (H1.2.W2) with all affordable housing delivered off-site. The allocation at Wynyard Park will be required to deliver a mix of house types in accordance with policy H4, specifically that 20% of all homes will be affordable housing that will normally be delivered on-site;
- Continued economic growth (Policy SD4) at Wynyard Business Park a ‘high-quality strategic inward investment opportunities for major employers to locate in the Tees Valley’, where 37 hectares (Policy EG1) of land are available for office (B1 use class) manufacturing and engineering (B2 use class) and logistics use (B8 use class);
- The provisions of other Local Plan policies specifically relating to Infrastructure Delivery and Viability (SD7), Sustainable Design (SD8) Retail policies (EG2, 3 and 6), Infrastructure policies (SD6, and TI1 – 3), Environmental Policies (ENV1 – 7), and Historic Environment (HE1 – 3).

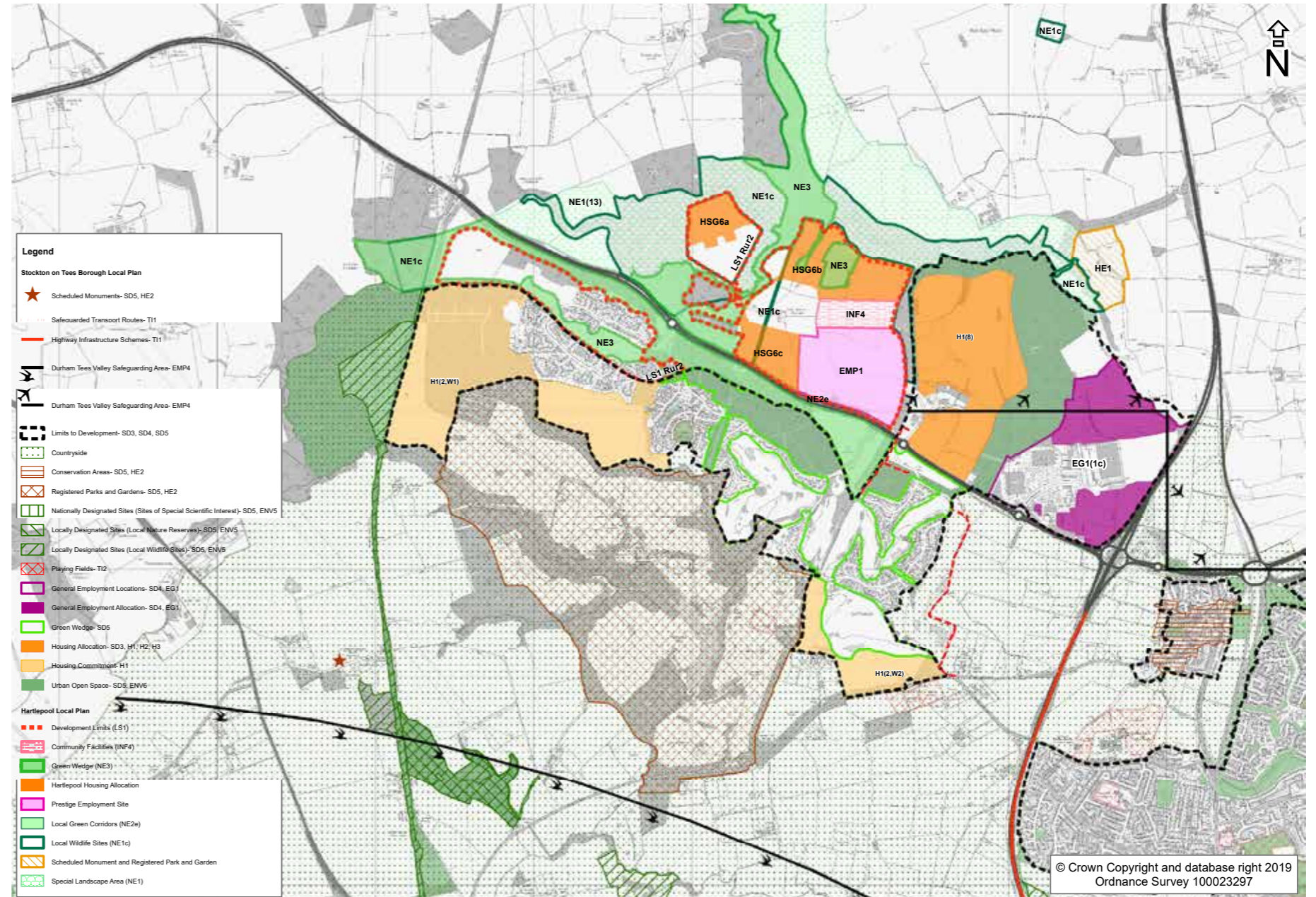


Figure 5 - Combined Local Plan Policies Map

An aerial photograph of a residential development, likely a golf course community, featuring a large green golf course with several ponds and sand traps. The houses are arranged in a curved pattern. In the background, there are rolling hills, more residential areas, and a line of wind turbines under a clear blue sky. A white curved line is overlaid on the left side of the image.

2.0 Baseline Summary

2.1 Settlement Growth

Allocated and committed housing development within the Local Plans will result in sizable growth in the number of homes in the Wynyard area as demonstrated in Figure 6. As of April 2019 a total of about 1,270 dwellings have been built at Wynyard, including about 880 dwellings in Wynyard Village built prior to 2014, and over 350 dwellings that have been built since 2014.

Between April 2019 and March 2032, the Councils project that approximately 2,500 dwellings will be built at the settlement. It is anticipated that just under 700 of these will be at Wynyard Village, south of the A689, and over 1,700 will be at Wynyard Park, north of the A689.

Figure 7 provides a comparison showing how growth at Wynyard will increase the size of the settlement relative to other local areas. In terms of the numbers of dwellings in the area, Wynyard was the smallest of the selected settlements in 2011. Overall, the level of growth proposed in the Wynyard area is comparable to planned Garden Villages (1,500 – 10,000) which can be either a discrete new settlement, or take the form of transformational development of an existing settlement.

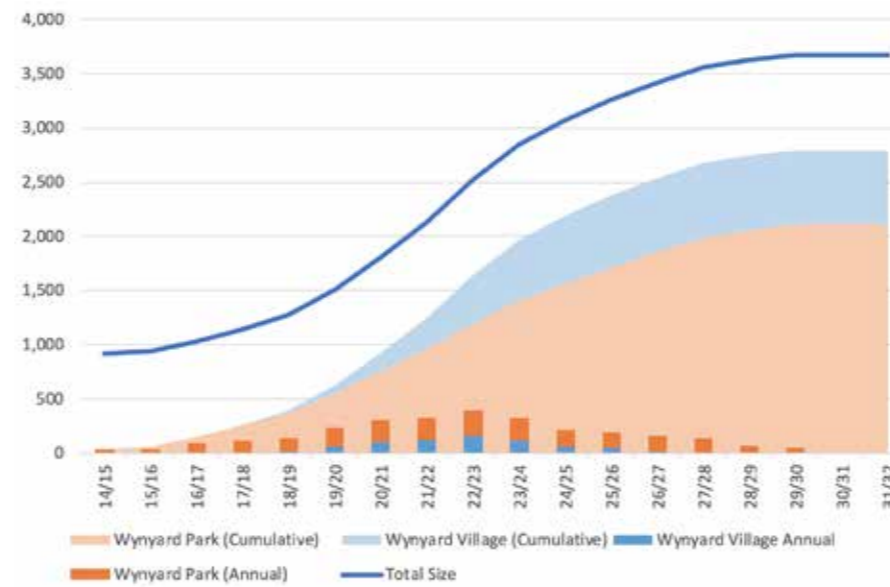


Figure 6: Wynyard Housing Trajectory

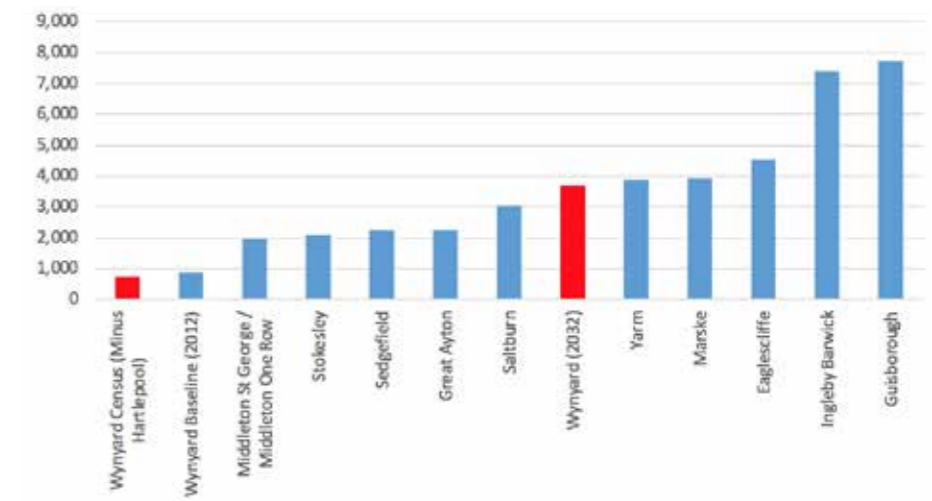


Figure 7: Comparison of size of Wynyard to selected settlements, in terms of dwelling numbers .

Source: Nomis / SBC / HBC

Source: Census 2011. Note figures do not factor in growth that has happened since or is planned in the future.

2.2 Landownership

Land at Wynyard falls in to a number of ownerships, which are displayed on **Figure 8** below:

- North of the A689 - Wynyard Park (including several subsidiaries); Northumberland Estates and Wynyard Park and Northumberland Estates Joint Venture (Taradina Number 2);
- South of the A689 - Cameron Hall, Jomast, Legato Alpha Trustees Limited; Wynyard Golf Club and Church Commissioners.

A number of areas of woodland / plantation are in third party ownership outside the control of the land-owners and developers bringing forward development. Furthermore, the Church Commissioners also control a number of sites in the area, as well as owning mineral rights under certain sections of land (not identified on the map). Where land is within third party ownership it is still displayed on the map, but the names of individuals and families have been removed.

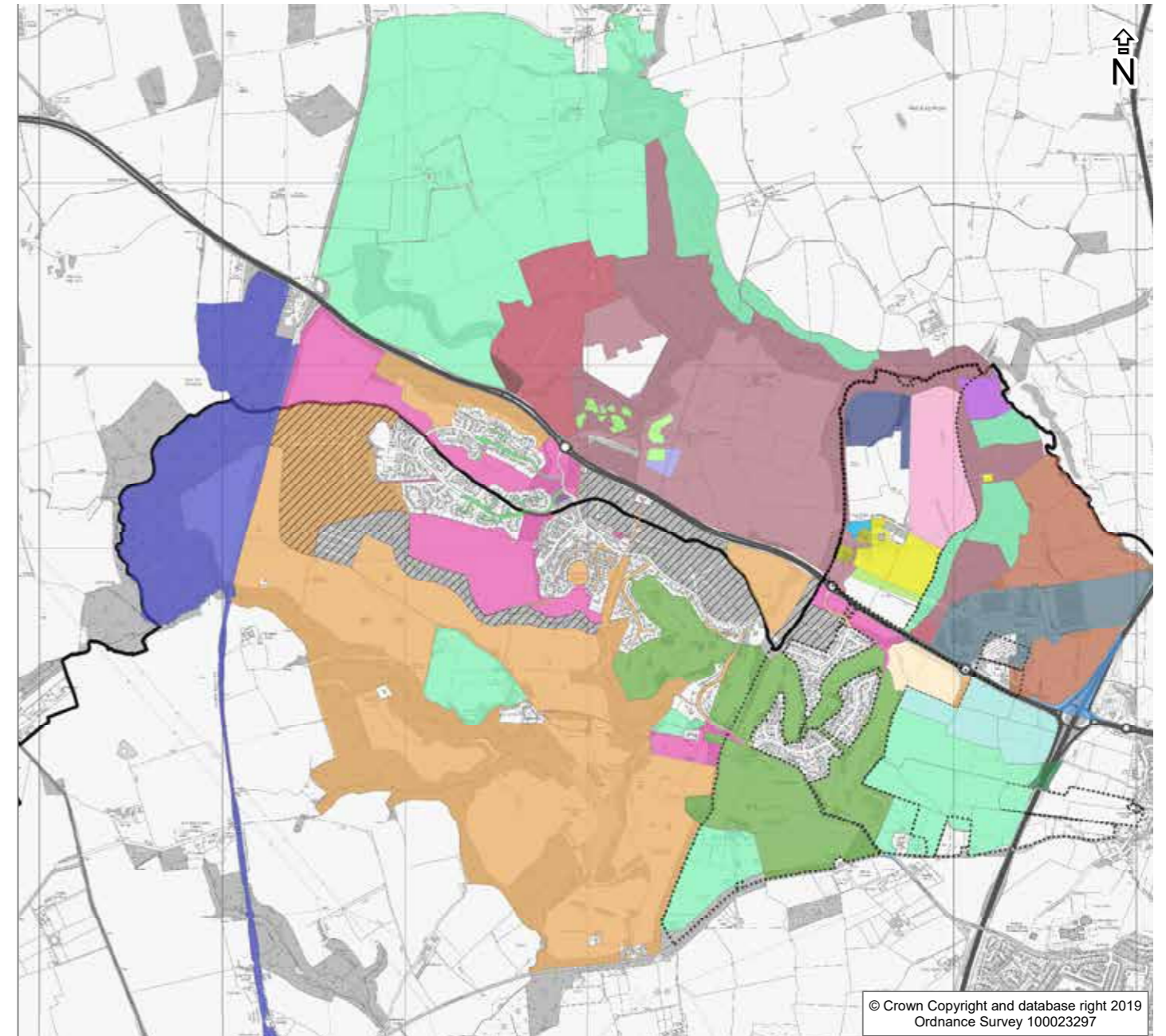


Figure 8: Land Ownership

2.3 Access and Transport

Highway Infrastructure

Wynyard is situated to the west of the A19(T) a north-south route that is part of the strategic road network connecting the Tees Valley to the rest of the North East and Yorkshire. Throughout 2020 and 2022 Highways England will be widening the A19(T) to a three lane carriageway between Norton and Wynyard, where a grade separated junction with the A689 exists. The A689, a part of the Major Road Network (MRN), is an east-west link which connects the A1(M) and A19 trunk roads in north-east England.

To the west of the A19 / A689 interchange there are three other roundabouts on the A689 that are impacted by development at Wynyard. These are Wynyard Avenue (Junction C), Hanzard Drive / The Wynd (Junction D) and The Meadows / The Wynd (Junction E). Two other roundabouts to the east of the A19(T), the A689 / A1185 (Junction A) and Wynyard Services (Junction B) form part of the mitigation proposals related to the proposed Hartlepool South West extension.

Within Wynyard Village to the south, the Wynd provides the main distributor road, with a further two distributor roads (Wynyard Woods and Wellington Drive) linked to the Wynd. To the north of the A689, The Meadows to the west and Hanzard Drive to the east provide the access to emerging residential development, with the intention that estate roads within Wynyard Park will provide an appropriate network that links these areas.

The planned growth in the Wynyard area has been the subject of transport modelling which included the recently completed A19(T)/A689 'Pinch Point' improvements delivered by Highways England. Two iterations of the model have been prepared with this evidence used as a tool in the assessment of development proposals.

The 2013 iteration of the model was prepared to assist the determination of planning applications across both boroughs during 2013 / 2014; an exercise which ultimately identified capacity for approximately 1,200 dwellings, the hospital development (which was subsequently cancelled) alongside highway improvements required to enable the developments.

The 2017 Iteration of the model provided support to the allocation of further housing land in Local Plans. The modelling exercise identified that the Local Plan allocations at Wynyard, along with the South West Hartlepool Urban Extension (see **Figure 1**) were dependent on improvements to the A19(T) junction with the A689. This iteration did not include the Wynyard hospital proposal, but included a planning permission for the relocation of a private school to the Wynyard area, which has also since been cancelled.

In order to accommodate the level of development anticipated at Wynyard a number of highway interventions have been identified, modelled and agreed. These are outlined in the Infrastructure Requirements Section of this document.

Sustainable Transportation

Public transport connections in the Wynyard area are limited with no service penetrating the Wynyard settlement or venturing west of the A19(T). Whilst services run through Sedgfield to the west of Wynyard they do not connect to Wynyard and are outside of generally accepted walking distances.

Planning permission at Wynyard Park and Wynyard Village secured a shuttle bus service from the area for a period of 5 years, connecting the settlement to bus routes and facilities at Billingham District Centre as well as rail services at Billingham Railway Station. Pick-up / drop-off points within Wynyard are on **Figure 10**. Bus operators have indicated that services visiting the

area may become viable depending on the potential level of housing that is delivered.

A number of footpaths and rights of way exist in the Wynyard area and a number of opportunities exist to better connect Wynyard to this network whilst enhancing the internal connectivity within the settlement, including crossing points on the A689 that have already been secured by planning permissions, including:

- An at grade 'TOUCAN' crossing facility over the A689 at its junction with 'The Wynd' and 'The Meadows'; and
- A grade separated crossing of the A689 via foot / cycleway bridge close to the junction of the A689 with 'The Wynd' / 'Hanzard Drive'.

Figure 9 identifies the existing Public Rights of Way network (green) as well as connections which have been secured by existing planning permissions (blue). These connections include footpath links in to the Castle Eden Walkway and Billingham as well as a footbridge over the A689 connecting Wynyard Park to Wynyard Village.

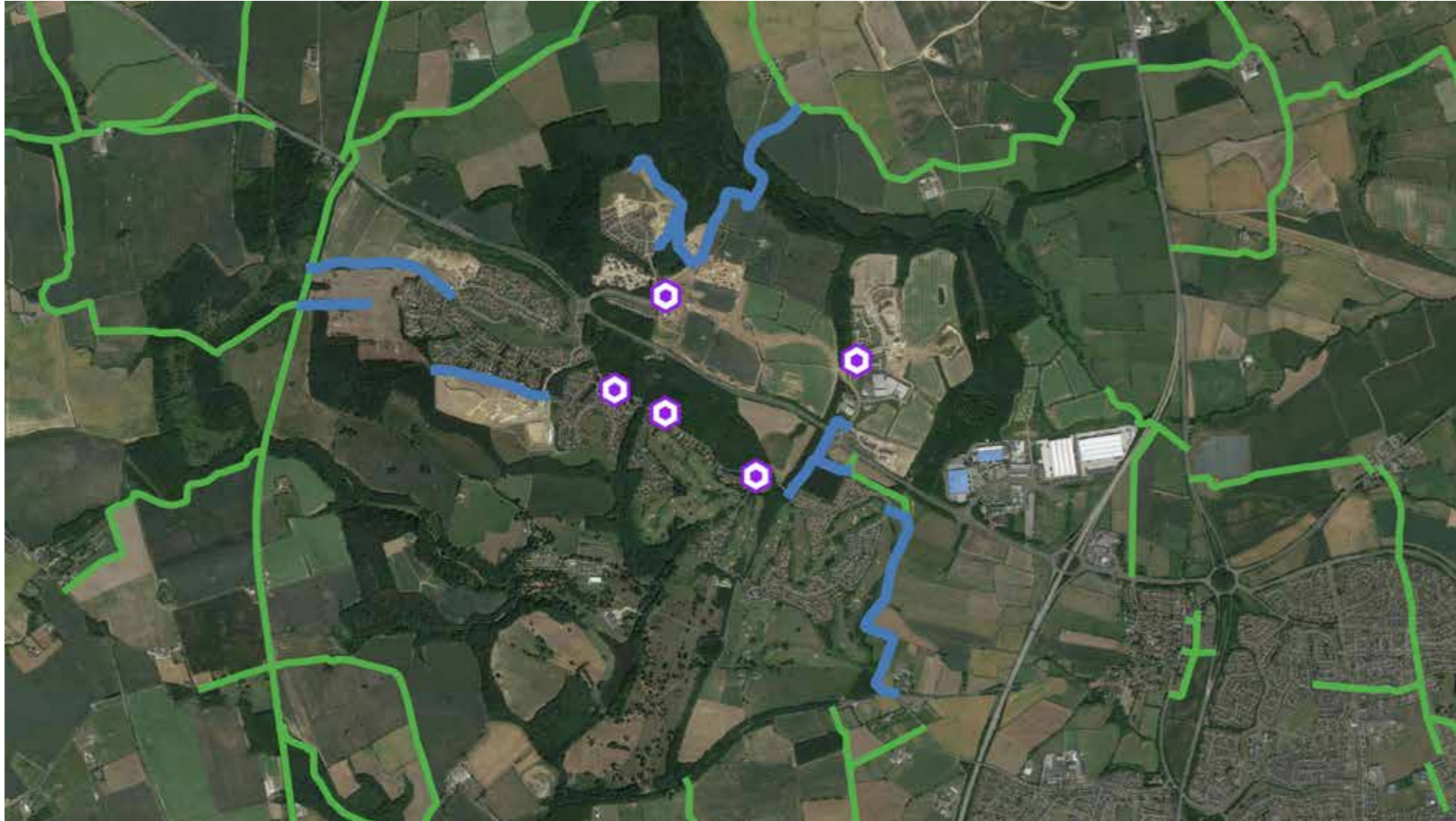


Figure 9 – Public Rights of Way network (existing and secured improvements) and shuttle bus pick up points.

2.4 Visual and Landscape

The Wynyard area is located within the Tees Lowlands National Character Area a broad, low-lying plain framed to wide views out of the area towards the North Yorkshire Moors and Cleveland Hills. This assessment recognises that to the north and west of Billingham is a more undulating rural landscape, with some pasture and wooded areas, most notably in and around the parkland estates of Wynyard Park and Hardwick Park.

The Stockton-on-Tees Borough Landscape Character Assessment (2011) provides a more detailed assessment which identified a Wynyard 'character area' summarised as:

- Mixed woodland containing both commercial timber plantations and semi-natural deciduous woodland unique in character to the Borough of Stockton;
- Incised wooded river valleys intersect landform along Brierley Beck;
- Woodland blocks broken up by rolling arable fields, with residential and industrial developments encroaching on the woodland plantations and rural landscape of the Landscape Character Area; and
- Wynyard Hall and the associated Grade 2* parkland forms an important element of the landscape and a valuable contribution to the heritage of the area.

The wooded nature of the area is a key characteristic with a variety of wooded river valleys and conifer plantations, alongside more open areas of arable fields contributing to a varied landscape both visually and historically. Views out of the area are relatively limited due to the enclosure created by the woodland. The A689 and A19 create visual and noise detractors to the Landscape Character Area however the woodland planting reduces their impact on the majority of the area.

The study recognised the commercial nature of aspects of this landscape and anticipated continual change with woodland planting being felled and replanted or replaced with built development, and recommended that care should be taken to ensure the natural features of this landscape are not damaged by this continual change, ensuring the deciduous woodland, landform and water course valleys are protected alongside the parkland setting of Wynyard Hall.

The closest village to Wynyard, other than farmsteads, is Wolviston that is located in the east of the area and on the urban fringe of Billingham which

abuts the Landscape Character Area. The two settlements are separated by the A19(T) and an area of arable farmland, which is an important landscape buffer that prevents the merger of the two settlements.

The Stockton-on-Tees Borough Landscape Capacity Study (2011) and Hartlepool Landscape Assessment (2000) provide a finer-grained analysis of the landscape looking at smaller landscape units, the value of the landscape unit including the degree to which a particular landscape is able to accommodate change without significant effect on its character.

Housing and employment allocations at Wynyard Park, other than an area of land along the A689 within Hartlepool Borough, are identified as having

high-landscape capacity / low landscape value.

The study identifies the existing planning permissions to the west of Wynyard Village as being of medium landscape capacity, recognising that the south-eastern part of the extension provided a potential extension to Wynyard Village, with the wooded area between Wynyard Village and Castle Eden Walkway having potential for development.

Recognising the above landscape character both Local Plans identified 'green wedges' which prevent coalescence of distinct communities or settlements. Development has been avoided in these areas in the adopted Local Plans.

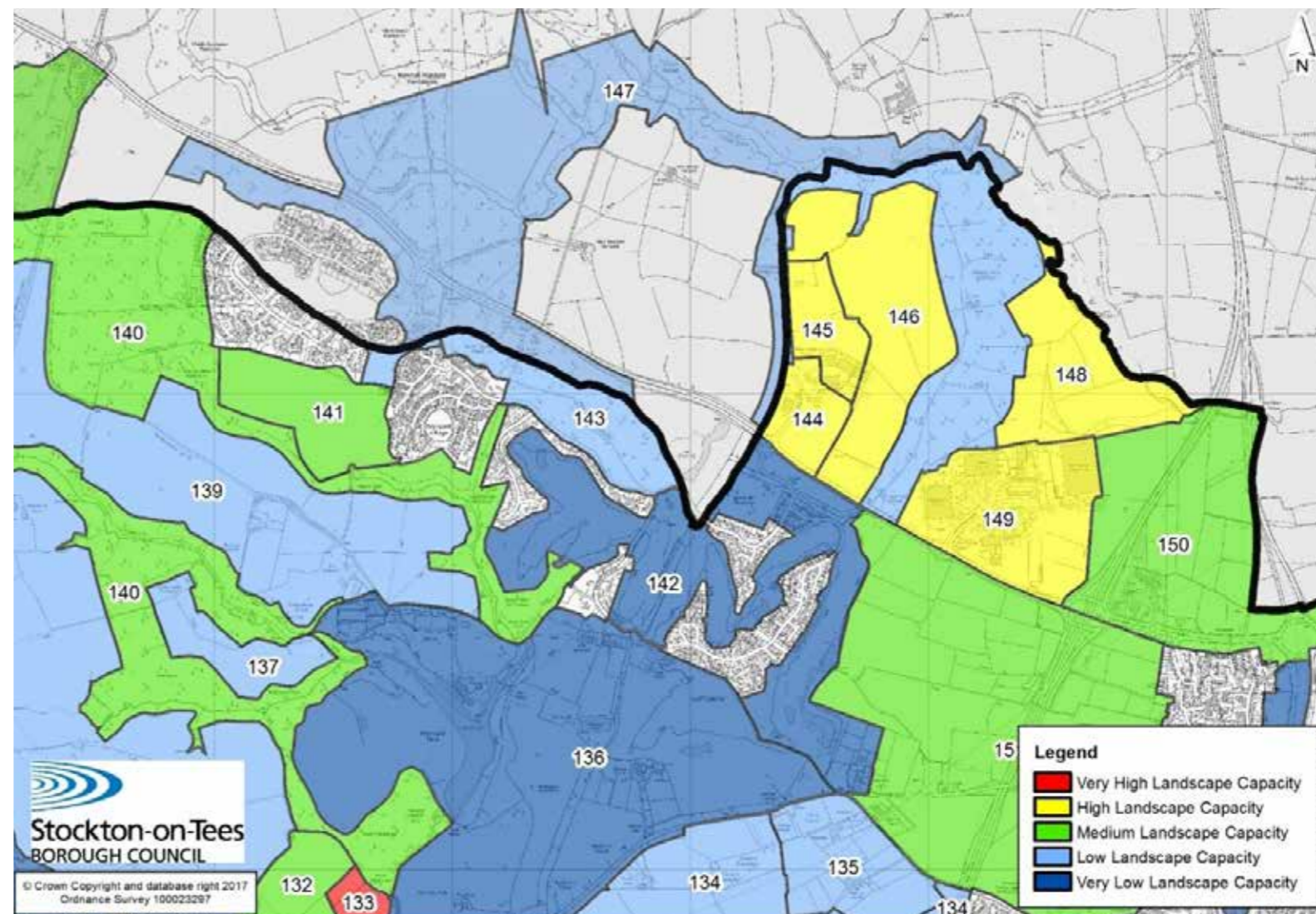


Figure 10: Landscape Character

2.5 Green Infrastructure

Both Councils place significant importance on protecting, enhancing and managing green infrastructure networks and assets to improve their quality, value, multi-functionality and accessibility. Local Plan policies require new development proposals to be integrated in to the green infrastructure network and to achieve the net environmental gains set out in the NPPF.

The Tees Valley Green Infrastructure Strategy identified two corridors in the network that link in to the Wynyard area. These corridors, which are further explained through the Stockton-on-Tees Green Infrastructure Strategy, are:

- Preston-on-Tees/Hartburn/Fairfield/Bishopsgarth to Wynyard - Corridor based largely on the existing Castle Eden Walkway (part of National Cycle Network route 1). Incorporates Wynyard Woodland Park and links this to Thorpe Thewles and the residential areas of West Stockton Corridor also includes other important destination sites: Ropner Park, the Six Fields & Brick Ponds and Preston Park.
- Billingham Beck Valley to Wynyard - Corridor linking the River Tees to the countryside to the west and north-west of Billingham and incorporating part of the A19 road corridor. Includes Billingham Beck Valley Country and Gravel Hole Nature Reserve and other Local Wildlife sites. Extends into the historic parkland at Wynyard. Incorporates part of the National Cycle Network and an extensive network of Public Rights of Way.

Local Plans are clear that the Council will protect and support the enhancement, creation and management of all green infrastructure to improve its quality, value, multi-functionality and accessibility.

Whilst there are no designated Sites of Special Scientific Interest (SSSI) or Special Protection Areas (SPA), which will be directly affected by development at Wynyard, there are locations further away that are sensitive to changes in air quality emanating from increased traffic on the A19, for

example Castle Eden Dene in County Durham. Delivering a sustainable settlement that meets the needs of residents and reduces the need to travel will help to mitigate this impact as will technological innovations and planned road improvements.

As noted above, the Wynyard area is characterised by a number of woodlands, some of which are classified as Ancient Woodlands and are designated as 'Local Wildlife Sites' (LWS). Ancient Woodland is just one of the selection criteria for LWS designation (in total, the selection criteria covers 8 habitat types and 15 species / groups). Tees Valley Nature Partnership (TVNP) acts as the Local Sites Partnership in the Tees Valley and have produced guidance for the selection of LWS in the Tees Valley in accordance with Department for the Environment and Rural Affairs (DEFRA) guidance. **Figure 11** below provides a simple summary of LWS in the area and a summarised description of their significance.

Site	Significance
Hartlepool	
Close Wood Complex	Ancient woodland; semi-natural woodland. White-letter hairstreak butterfly.
West Carr Plantation	Wet woodland.
North Burn Marsh	Wetland; marsh.
Stockton-on-Tees Borough	
Wynyard Woodland Walk	Ancient woodland; semi-natural woodland; disused railway track scrub, ponds and grassland. Great crested newt and harvest mouse.
Thorpe Wood	Ancient woodland, semi-natural woodland and ponds. Great crested newt and white-letter hairstreak butterfly.

Figure 11

As well as minimising impacts on ecological habitats, the NPPF is clear that achieving sustainable development requires proposals to contribute to the natural and local environment to provide net gains for biodiversity and ecological networks. Whilst the NPPF currently states that net gains should

be achieved where possible, Government has consulted on making net gain for biodiversity a mandatory requirement of new development.

This approach has been embedded in to the Council's Local Plans which seek net gains in biodiversity where possible whilst having regard to Biodiversity Opportunity Areas (BOAs). The Councils have worked with the TVNP to identify BOAs, with the Central Farmland area of the Tees Valley including the Wynyard Woodland chain.

This designation recognises the mixed woodlands, incised wooded river valleys, historic parkland, nature reserves and other features which define the area. The green infrastructure in the area, notably the significant areas of woodland, provide natural and semi-natural greenspaces that provide opportunity to integrate these assets in to development through a network of multi-functional green spaces within the settlement. In addition, Wynyard Woodland Park is located to the south of the settlement.

Blue infrastructure (ie water courses, ponds etc) should also be integrated within green infrastructure, with sustainable drainage systems flowing through the development designed in a way that they can contribute to the biodiversity and ecological network.

The main sports provision in the area is Wynyard Golf Course which provides the back drop for residential development in Wynyard Village. However, the Wynyard area also benefits from additional sports provision including junior football pitches within the grounds of Wynyard Hall and a cricket pitch, both of which are designated playing fields in the Stockton-on-Tees Local Plan.

A further playing pitch has recently been delivered at Wynyard Primary School, which is available for public use through a community use agreement outside of school hours. No playing pitches exist to the north of the A689 at Wynyard Park.

2.6 Historic Environment

The Wynyard area hosts a number of designated and non-designated heritage assets. **Figure 12** below identifies the designated assets in the area.

Designation	Sites
Scheduled Ancient Monument	Wynyard - High Burntoft Farm, North Burn. Grindon - St. Thomas a Becket's Church, Grindon.
Listed Building (Grade)	Including: Wynyard Estate - Wynyard Hall (Grade II*), Lion Bridge (Grade II*), Wellington Obelisk (Grade II*), Golden Gates (Grade II), Greek Temple Folly (Grade II), Roman Temple Folly (Grade II). Wolviston - Various listed buildings within Wolviston Village.
Registered Parkland	Wynyard Park.
Conservation Areas	Wolviston Conservation Area.

Figure 12

A number of non-designated heritage assets are also present that are identified on the Historic Environment Record. The significance of these assets and the implications for development was considered in the preparation of Local Plans. The assessments supporting the Local Plans concluded that allocations for housing and employment generally avoid any impacts on the significance of heritage assets and were suitable for allocation. However, in order to minimise the potential impact of development on the significance of heritage assets it was recommended that:

- Wynyard Business Park (Stockton-on-Tees Borough) Development will be designed to ensure that the significance of High Burntoft Farm Scheduled Monument and other heritage assets is not harmed and where possible enhanced;
- Wynyard Park Housing area (Hartlepool Borough) The final allocation is appropriate as it avoids the regionally important archaeologically site of Low Newton Hanzard an Iron Age Settlement. The Hartlepool Local Plan considered this heritage asset and the housing allocation avoided this area.

In accordance with the above, the framework for development has been developed in accordance with this advice, while future development on designated and non-designated heritage assets will be considered in accordance with policies set out in the Local Plan of the respective Council.

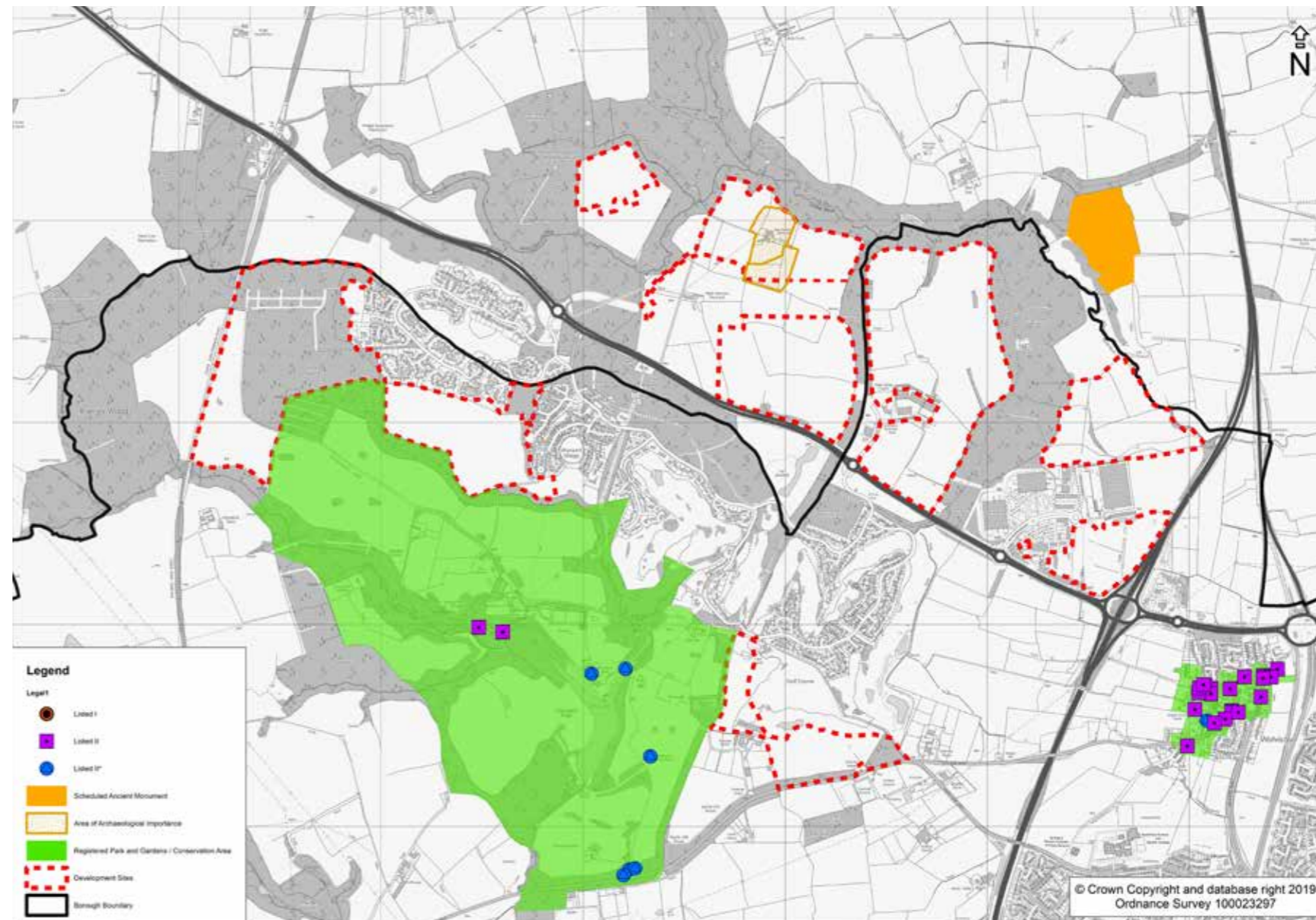


Figure 13: Historic Assets

2.7 Community Services and Facilities

The Wynyard area contains a limited number of local services and facilities. The following is a summary of the education, convenience, health and community facilities that are currently available to residents in the settlement.

Commercial Development

The area includes Wynyard Business Park the home to a number of businesses, predominantly focused on professional services and logistics, with some service based businesses. Significant expansion land is included in Local Plans within both Stockton-on-Tees Borough and Hartlepool Borough. The area also includes a leisure offer, including: Wynyard Golf Club and Wynyard Hall, the latter providing hotel accommodation, function rooms, gardens and spa facilities.

Education

The Wynyard area has historically fallen within the admission zones of the following Primary and Secondary schools:

Primary Schools

- William Cassidi, Stillington (Stockton-on-Tees Borough);
- St. Gregory's Catholic Academy (Stockton-on-Tees Borough).
-

Secondary Schools

- Northfield School, Billingham (Stockton-on-Tees Borough);
- Ian Ramsey, Stockton (Stockton-on-Tees Borough);
- Our Lady and St Bede's Catholic Academy (Stockton-on-Tees Borough).

In 2015, the Wynyard Church of England Primary School opened in temporary premises, moving to a purpose built school in the Wynyard Village extension in January 2019. The new school building is able to accommodate 420 pupils (Key Stage 1 and 2) plus a 39 place nursery. As of 2019, no secondary school provision has been secured within the Wynyard area. Furthermore, given the executive housing nature of Wynyard Village a number of students in the area attend private schools within the Borough.

Convenience Facilities

Wynyard contains one area ('The Stables') identified as a 'Local Centre' a type of centre that 'serves a small catchment and typically includes a small supermarket convenience store and a range of other small shops, services and community facilities'. Whilst other facilities exist in the area, there are no other designated centres at Wynyard, whilst the nearest large centre is Billingham (District Centre) which is around 3 miles away.

The Stables Local Centre contains a dentist, a public house, a pharmacy, a convenience store operated by Co-Op (circa 250 sq.m), an estate agents and hairdressers. The Stables is located at the centre of the existing Wynyard Village, however, a large amount of properties in Wynyard village are outside of accepted walking distances of this centre.

North of the A689 facilities are currently limited to commercial premises available at Wynyard Business Park, which include a dentist and a crèche, whilst planning permission exists for a hotel, public house and small shopping parade. However, residents in the area can only access these facilities by private car. Whilst convenience facilities operate at Wolviston Services to the east of the A19, these businesses function primarily as a service facility related to the A19 and are not intended to meet the needs of residents of Wynyard.

Health Facilities

There are no GP surgeries within Wynyard, with the nearest practices located in Sedgefield and Billingham. The nearest dental practices offering NHS treatment that residents can access are in Billingham and Sedgefield. The Hartlepool and Stockton Clinical Commissioning Group has provided details (Figure 14) on where residents of Wynyard access GP services.

Practice	Proportion of Wynyard Residents on list
Skerne Medical Group, Sedgefield	46.0%
Roseberry Practice, Billingham	10.7%
Norton, Stockton	9.7%
Marsh House, Billingham	8.5%
Kingsway, Billingham	6.4%
Park Lane Surgery, Stillington	5.7%
Dr Rasool Practice, Billingham	2.8%
Queens Tree Practice, Billingham	2.5%
Others	7.7%
Totals:	100.0%

Figure 14

Two dental surgeries exist in the area that operate on a private basis. These are:

- Wynyard Dental Practice, The Stables.
- Burgess & Hyder Dental Group, Wynyard Business Park.

Community Facilities

The area currently does not have a community centre and meetings of local groups have relied on hiring of rooms from commercial premises including Wynyard Business Park and Wynyard Golf Club. The operation of Wynyard Primary School is subject to a community use agreement that requires school playing fields, the 'studio' and school hall to be made available for the public outside of school hours.

Whilst the area does not benefit from a public library, Stockton-on-Tees Borough Council operates a library bus service which has visited the village since the summer of 2018 stopping at the Stables Local Centre.

2.8 Utilities

Consultation responses to various recent stages of the Development Plan process, including the Strategic Housing Land Availability Assessment, indicated nothing to prevent new development of the scale proposed. During the preparation of both Local Plans and as part of the development of this framework the Councils have engaged with the relevant utility providers to explain the level of development anticipated in the area and to identify any implications this may have.

Electricity and Gas

National Grid owns and operates the high-pressure gas transmission system in England, Scotland and Wales, whilst Northern Gas Networks (NGN) operates as the gas transporter that owns and operates the majority of the Gas Distribution Zone network in both boroughs. NGNs network in the Wynyard area is extensive, but also includes a number of ‘Independent Gas Transporters’ who are responsible for the network related to new developments.

New development in the Wynyard area is likely to include gas transmission systems provided by Independent Gas Transporters that are funded by the cost of the development. This will be required to connect to the network operated by NGN with reasonable costs funded by the developer. Discussions with NGN have highlighted that there are no known network constraints that would prevent development coming forward.

National Grid has highlighted the existence of the ‘Little Burdon to Billingham ICI’ pipeline, a significant part of the gas transmission network, that crosses the site. National Grid has advised that a 25m easement strip (12.5m either side) is required. The site is also surrounded by a Health and Safety Executive consultation zones within which built development should be avoided. National Grid advise developers within close proximity of the pipeline to refer to the following documents:

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

An ethylene gas pipe between Teesside to Saltend is situated adjacent to the A19(T). Development in this area should also consider the proximity of this infrastructure.

With regard to electricity provision, National Grid and Northern Powergrid have advised that they are not aware of any network constraints in the general Wynyard area that would prevent development coming forward.

Telecommunications

The Councils support the expansion of communications networks alongside new development at Wynyard, especially where proposals provide opportunities to address existing gaps in coverage in the area. Proposals for new development should demonstrate how the scheme will contribute to and be compatible with local fibre and internet connectivity.

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

Water

Within the Wynyard area, water mains are located in close proximity to development sites providing opportunities for development to connect to the network. The Councils have liaised with Hartlepool Water who has confirmed that there is capacity to accommodate the development anticipated.

In terms of sewerage utilities, sites at Wynyard village can connect to the existing network within Wynyard Village at a number of points, whilst at Wynyard Park an east-to-west foul water drain has been constructed from Hanzard Drive to The Meadows development to the west. This new drain provides opportunities for new developments at Wynyard Park to connect to the sewer network, including future requirements for pumping stations.

The Councils have liaised with Northumbrian Water who has confirmed that there is network and treatment capacity to deal with the proposed development.

Flooding

Whilst a number of water courses exist in the Wynyard area, the development envisaged in Local Plans and planning applications is not situated within defined Flood Zones 2 and 3, with the exception being an access to ‘The Pentagon’ site which crosses a water-course.

The proposed development must not increase the risk of surface water run-off from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the proposed development or existing surface water / groundwater issues on the site must be alleviated by the installation of sustainable drainage system within the site. More detail is provided in Section 3: Infrastructure Requirements which outlines the requirements for a sustainable urban drainage system and Section 4: Design Evolution which provides an indicative approach to the location and design of this infrastructure.

An aerial photograph showing a large residential development with a winding road and many houses. The development is surrounded by green fields and trees. In the background, there are several wind turbines and a large body of water. The sky is clear and blue.

3.0 Infrastructure Requirements

To ensure the delivery of a sustainable settlement at Wynyard a number of essential infrastructure improvements are necessary:

- Highway and Transport Infrastructure
 - Footpath and Cycleway Infrastructure
 - Green Infrastructure
 - Surface Water Drainage (SuDS)
 - Utilities and Services
 - Education Facilities
 - Community Facilities
-

This document is supported by a Strategic Framework Plan and an Infrastructure Delivery Schedule (see Section 4) which sets out what is required and seeks to deliver this in a timely and co-ordinated manner. These documents should be read alongside this chapter which provides clarity on what has already been committed through planning applications and what is also necessary.



3.1 Highways and Transport Infrastructure

Improvements to A689 junctions

Highway modelling in 2013/2014 identified that the delivery of 1,200 homes in the Wynyard area, as well as development of the Hartlepool South West extension could proceed, providing that improvements to junctions on the A689 were secured and undertaken. **Figure 15** below shows the location of the junction improvements; with junctions C – E linked to development at Wynyard.

Works to improve Junction E (The Meadows / The Wynd), Junction D (Hazard Drive / The Wynd) and Junction C (Wynyard Avenue) were secured through Section 106 Agreements on sites at Wynyard that have already been granted planning permission. The improvements at Junction E also include an at grade controlled pedestrian crossing providing a north / south link. Planning obligations have been drafted so that the works are delivered by the developer, via a Section 278 Agreement, as set out in the table below.

Roundabout	Trigger point for contributions / completion of works	
	Wynyard Village	Wynyard Park
Junction C. Wynyard Avenue	Prior to occupation of 450th dwelling	Prior to occupation of 1000th dwelling
Junction D. Hazard Drive / The Wynd	Prior to occupation of 180th dwelling	Prior to occupation of 400th dwelling
Junction E. The Wynd / The Meadows	Prior to occupation of 315th dwelling	Prior to occupation of 700th dwelling

Figure 15

The Councils are exploring funding opportunities to deliver these highway improvements, in particular works to Junction E (Wynyard Avenue), to frontload the delivery of this infrastructure. Improvement works to the roundabouts east of the A19 are linked to planning permissions for the Hartlepool South West extension. It is anticipated that improvements at the junction of the A689 with Wolviston Road (Junction A) were completed in late 2018 with funding from the National Productivity Infrastructure Fund. Works to Junction B (Wynyard Services) remain a delivery requirement of anticipated planning obligations linked to the Hartlepool South Western extension (see **Figure 1**).

Works to the A19/A689 Interchange

The delivery of the Local Plan allocations at Wynyard Park are reliant upon further mitigation at the A19/A689 interchange. The identified mitigation requires improvements to the A19/A689 interchange to increase capacity, and to provide sustainable linkages. This involves widening of the existing circulatory carriageway to three lanes by utilising the existing footway of the structure and providing an independent footway/cycleway bridge to the north of the junction, linking the Wynyard area to Wolviston to the east.

The Local Plan allocations at Wynyard Park, and any future development within the Wynyard area not anticipated within the Local Plans, require enhancements to the A19(T) interchange with the A689. In order to balance the impact of development on the highway network, funding for the delivery of infrastructure and site viability it is considered appropriate that a proportion of the 1,232 dwelling site allocation at Wynyard Park (600 in Stockton on Tees and 632 in Hartlepool Borough) be released in advance of, and to fund, the delivery of mitigation at the A19(T) interchange before the works are completed. Planning permissions will be subject to legal agreements with specific triggers that secure the delivery of these works, as well as, potential limits on the level of development that can progress prior to the delivery of the infrastructure.

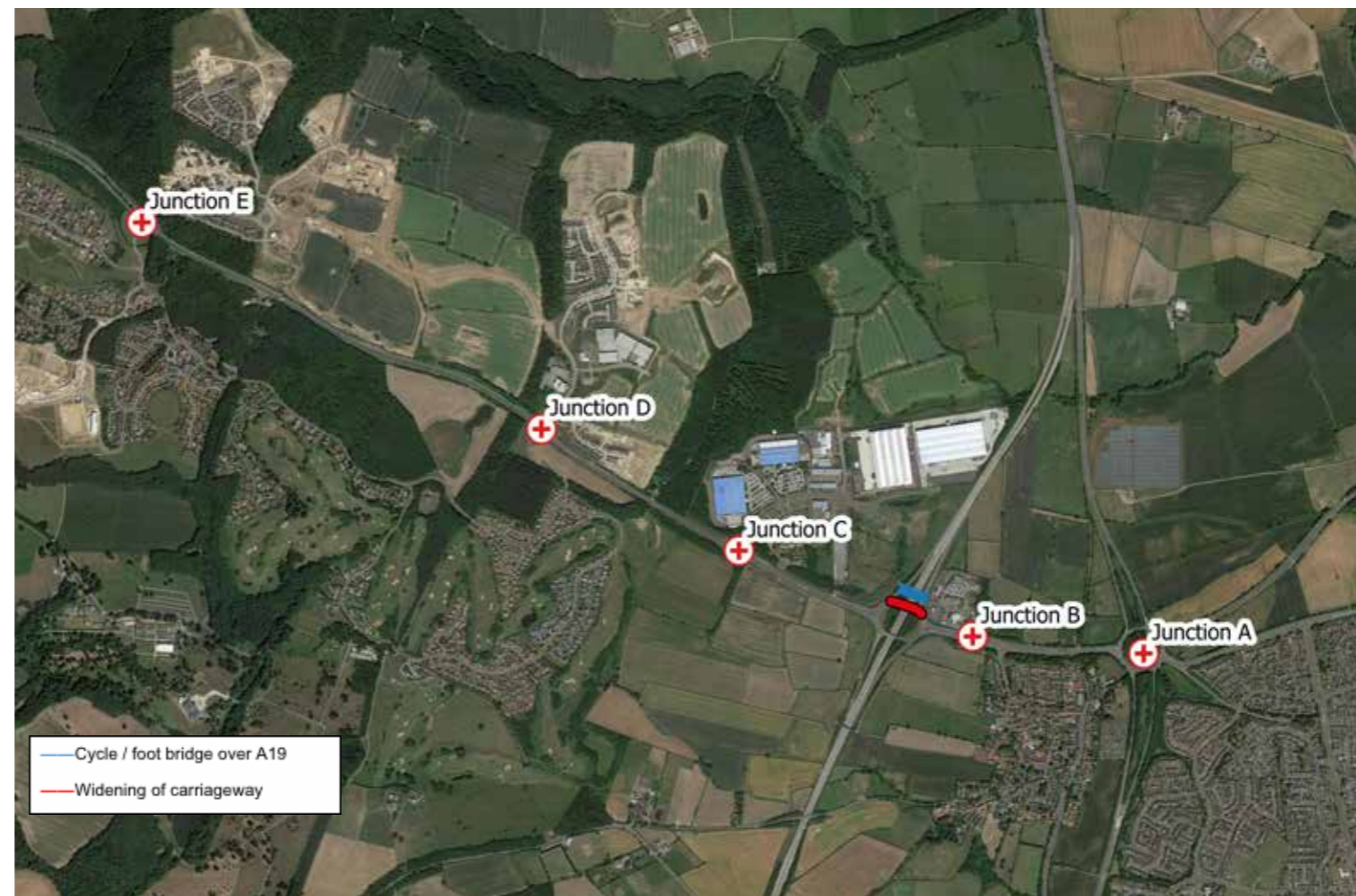


Figure 16: A19 / A689 Interchange and junction improvements

Internal Vehicle Movement

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

The ‘Strategic Framework Plan’ (Section 4) sets out how the movement of vehicles has been incorporated alongside green infrastructure and place making considerations. The Infrastructure Delivery Schedule provides an illustration of when particular sections of the highway infrastructure will need to be delivered.

Sustainable Transport

As the settlement grows the Councils will work with public transport providers to understand the feasibility of operating bus services to the Wynyard area. However, it is not expected that a service will be able to operate in the near future and new planning permissions will be required to secure an extension of the operational shuttle bus service beyond the initial operating period of 2016 – 21.

Further footpath / cycleway improvements will also be required to ensure the Wynyard area is sustainably connected to other settlements. Given the scale of development across the area significant opportunities exist for the expansion of the footpath and cycleway networks with opportunities to also enhance green infrastructure within developments in the Wynyard area. The significant areas of woodland around the development provide an opportunity to deliver a number of attractive recreational routes for residents of the area.

As noted above, a footway / cycleway bridge is required at the A19 / A689 interchange as part of other highway improvements. Existing planning permissions require a further bridge over the A689 to provide a segregated footway/cycleway that connects Wynyard Park and Wynyard Village. In order to deliver the sustainable settlement vision further improvements are required including:

- East to west connectivity within the settlement providing connections to the new footway and cycleway at the A19 / A689 interchange;
- Woodland footpaths connecting Wynyard Park to the surrounding woodland and beyond to the Public Rights of Way network, as well as committed connections between Wynyard Village to the Castle Eden Walkway / Wynyard Woodland Park;
- Improvement to the public rights of way network to the east of Wynyard to provide footway / cycleway link to Billingham.

3.2 Green Infrastructure

Delivery of the above footpaths throughout the settlement, along with opportunities to seek appropriate levels of open space, provide opportunities to enhance existing assets to deliver a strong green infrastructure network across Wynyard. The Councils have considered the needs for a variety of open spaces and identified the following requirements in the Wynyard area based on open space assessments that support Local Plans.

Urban Park

An Urban Park provides a diverse range of opportunities for informal recreation and community events. The Wynyard area currently does not benefit from an urban park; a gap which has been identified in the open space assessments. However, the existing population of the settlement is such that this provision has not previously been necessary.

The cumulative total growth across the settlement will result in a population that reaches the requirement for this facility to be provided. Given the development proposals coming forward, early implementation of the urban park is necessary.

Natural and semi-natural green space

The total growth of population creates a significant requirement for greater accessibility to natural and semi-natural green spaces. Given the attractive woodland setting of the area, increased access and enhanced management will provide sufficient opportunities for residents of the new developments to enjoy access to this resource.

Amenity green space

Amenity green space provides opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas. Amenity space should provide a minimum level of usable space in accordance with the requirements of each Local Authority, whilst providing surrounding land to provide a buffer to roads and built development. This space should be provided on site regardless of the existing level of provision as it is integral to the design quality of new development. Developments should also be designed to a high standard and provide appropriate amenity space where it enhances the appearance of the proposed development.

Play area

The growth in the area creates a significant need for additional play areas across the settlement, which can be largely located adjoining / associated with the amenity green spaces and urban park highlighted above. Play facilities should serve young people of all ages; from toddlers to teens with provision for different ages spread across the whole Wynyard area. The Strategic Framework Plan identifies the following play provision:

- Neighbourhood Equipped Area for Play (NEAP): an equipped play facility for children mainly 4-8 year olds, with elements of play suitable for 8-14 year olds in the form of a multi-use games area (MUGA). The play facility should be a natural landscape for play approach and provide around 8 types of equipment and include opportunities for kickabout and cycle play;
- Local Area for Play (LAP): an open space area with small, low key and natural trim trail type play features, such as grass mounding, boulders and timber logs.

A variety of play provision has already been secured at Wynyard through existing planning permissions. These sites, which are identified on the Strategic Framework Plan, include:

Wynyard Park

- The Pentagon - located within the green space at the centre of the development providing a range of equipment catering for toddlers up to teenagers.

Wynyard Village

- Dere Street Homes - A smaller play area has also been secured in the Wynyard Woods area to be delivered on the temporary site that Wynyard Primary school occupied (Hartlepool Borough).
- Wynyard Woods Extension - Two play areas, one situated in the east of the development and one in the west, secured within the detailed permissions in Stockton-on-Tees Borough.

Site allocations will provide play areas as required by the planning policy requirements of the respective Local Authority, with the indicative locations of play facilities identified on the Strategic Framework Plan. This includes a multi-use games area required in the infrastructure area identified in the Hartlepool Borough Local Plan.



Sports Provision

The Councils have engaged with Sport England to understand the level of sports provision required within the framework. This engagement involved calculating the potential population associated with development in the area and use of Sport England tools to calculate the level of provision required in the area.

Using a housing growth playing pitch calculator tool the following pitch need has been identified and agreed with Sport England.

Pitch Type	Age Group	Pitch Dimensions (including run-offs)	Requirement
Adult	Over 18 (senior)	116m x 76m	1
Youth 11 vs 11	U13 and U14 U15 and U16	96m x 61m 106m x 66m	1
Youth 9 vs 9	U11 and U12	86m x 56m	1
Mini Soccer	U9 and U10 U7 and U8	66m x 46m 46m x 36m	1

Figure 17

3.23 The Hartlepool Local Plan sets out that an Adult playing pitch should be provided as an artificial grass pitch, while Sport England guidance requires changing facilities linked to the above provision which will need to be accommodated. Sport England also identifies a small need for other uses such as sports halls, indoor bowls and swimming pools. Given the minor need for these facilities this provision could be provided through enhancement to existing facilities in the main urban area or via provision at new education facilities in the area.

Biodiversity

National planning policy seeks biodiversity enhancement from new development. Seeking net biodiversity gains requires improvement to all aspects of environmental quality through a scheme or project. Furthermore, Government has also consulted on the potential for the introduction of a mandatory +10% biodiversity net gain.

Future planning applications, in particular those for the remainder of Wynyard Park, should be informed by an Environmental Management Plan which sets out:

- Any direct loss of biodiversity resulting from development, including loss of priority habitats and/or species protected by Section 41 of the Natural Environment and Rural Community Act (2006);
- Any indirect negative effects of the development, including de-watering of woodland and disturbance to wildlife;
- Appropriate retention, mitigation and, if necessary compensation measures to be undertaken to manage any negative impact arising from development;
- Opportunities for biodiversity net gain delivered through individual developments;
- Appropriate 15m buffer areas retained to existing woodland.



3.3 Surface Water Drainage and Utilities

A number of SuDS features have been built or proposed within new developments in Wynyard Park and Wynyard Village which include a combination of above ground and below ground components which include:

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

This framework has been informed by existing LIDAR ground level information to inform the location of potential SuDS. However, a detailed Surface Water Drainage Strategy for the remaining development land at Wynyard Park that takes into account the existing surface water features is required.

This should be agreed by the Councils in their role as Lead Local Flood Authority and the strategy should:

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

- Ensure existing flows from upstream catchments that are intercepted or affected by the development must be maintained through the proposed development site.
- Ensure that SuDS features are designed to integrate into the landscape of the development; providing amenity and ecological benefits as well as flood storage. Ponds and swales should be integrated into green corridors linking through the development, providing attractive recreational routes.

Before the commencement of any phase of the development:

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

Further guidance on the design of this infrastructure is set out in Section 4 below. Whilst the framework plan provides an indicative location of SuDS, the final locations and specifications of SuDS will be determined by the surface water strategy.

Utilities and Services

There has been general support from the statutory consultees to date, and indication that no unusual requirements would be needed in order to develop the allocated land for the intended housing numbers.

Developers will need to undertake further dialogue with services and utility providers as phases of development are progressed towards planning application stage to ensure that appropriate connections can be achieved. Services and utility providers will also be engaged in assessing development proposals as part of the Development Management process.



3.4 Education and Community Facilities

Education Facilities

The Education Act 1944 first gave Local Education Authorities a duty to ensure sufficient school places to meet the needs of the children of statutory school age (5 to 16) resident in the area. This duty remains in force and is generally referred to as pupil place planning.

On 1 February 2011 the Education Act 2011 (EA 2011) amended the Education and Inspections Act 2006 (EIA 2006) to change the arrangements for establishing new schools. Most new schools will now be established via the academy/free school presumption and the related departmental advice describe the department's expectations of how that process should operate.

The Councils have undertaken an assessment of schools in the admission area assessing:

- Current situation – Census and surplus places;
- Future situation – surplus places based on pupil projections;
- Future housing growth at Wynyard across both Local Authorities.

This assessment is based on information available during the development of the framework which will be reviewed annually taking in to account the level of development delivered, the population of the Boroughs and available school places.

Primary

The level of development envisaged in the area is likely to give rise to the need for two Primary Schools to be operating across the Wynyard area. Therefore, a further 2 form entry Primary School (420 pupils) is required alongside Wynyard Primary School which is operational within Wynyard Village and will provide Primary School capacity for the initial phases of the envisaged build out at Wynyard.

The Department for Education has scaled up state-funding for early years provision with the resulting take-up increasing the demand for early years/nursery provision. As a result Government expects that all new Primary schools provide a nursery and additional provision should be made within the required Primary School site.

In addition, further earlier years provision by private providers could also be an appropriate use to consider within the community hub / Local Centre. Based on the expected build out of planning permissions, the Councils envisage that the additional Primary School may need to be operational during the mid-2020s.

Secondary

Northfield School in Billingham provides the closest opportunity for secondary education provision in the Wynyard area. Past planning permissions for development at Wynyard have provided funding for enhancement to this school and provision within Hartlepool during initial phases of growth.

However, as Wynyard develops in to a sustainable settlement the Councils recognise that there is a need for new secondary provision to serve the Wynyard area which, according to anticipated build out rates, will potentially arise in the mid-2020s. Initially this growth is anticipated to be for a 4-form entry (600 place) Secondary School, with the need potentially growing to a 6-form entry (900 place) secondary school as the settlement continues to grow.



Community Facilities

The need for convenience retail development will grow as the population of the settlement increases. It is anticipated that a proportion of residents local need will be met by existing provision at the Stables, which includes a small anchor store and several convenience / service uses.

The Councils have identified that further retail development, as set out in Section 4, is required to cater for residents of Wynyard Park as well as the settlement as a whole. Any development to meet this need should also provide other facilities that might be expected in a settlement of this size to ensure that the needs of the population are met, whilst proposals should also consider appropriate use of upper floors to ensure effective use of land.

Within Wynyard Village planning permission has been granted for convenience facilities and a health centre adjacent to Wynyard Primary. However, in order to facilitate additional car parking at the school it is necessary to relocate this provision. Remaining land within the existing Wynyard Village extension provides an alternative opportunity for local facilities, with the opportunity to expand the range of facilities that could be offered. Furthermore, relocation of the facilities to the west reduces the potential for the new facility to overlap with the catchment of the existing facilities at the Stables.

There is currently no community centre within Wynyard Village. The Open Space, Recreation and Landscaping SPD identifies a quantity standard of 33 sqm per 1,000 people for community centre provision. Based on 2.4 people per house the development is required to deliver a community centre with a capacity for 170 people, which could be provided for within a 200 - 300 sqm community centre.

The Councils have liaised with the Hartlepool and Stockton Clinical Commissioning Group (CCG) to gain an understanding of the strategic approach

to commissioning of health services in the area. The CCG has identified that in the future primary care will be delivered through practices working together through Primary Care Networks at a scale that ensures the sustainability of primary care and manages workforce gaps in the sector.

This is a significant change in the way practices interact not only with each other, but the wider health and social care system. This will enable the traditional barriers to the delivery of health and care to be broken down to enable care to be delivered to a defined patient population, in a different way to meet the needs of that population, focused on prevention and personalisation of care, making best use of resources collectively.

Practices will move away from delivering services at individual practice level and will work together and with other local health and care providers around natural local communities that make sense geographically, to provide coordinated care through integrated teams. Therefore while the settlement would be of a size to theoretically support new provision, the final funding for change in the primary care model results in future uncertainty.

Therefore whilst there is a requirement to safeguard a location for potential primary care provision within defined Local Centres, the delivery of this facility will be subject to the CCG identifying funding for provision within the framework period and delivery of the development in conjunction with land-owners and developers of the Local Centres.



4.0 Design Evolution

Taking on board all the information identified, this section of the document sets out the Design objectives and Strategic Framework for the Wynyard area which has been developed iteratively through:

- The identification of key design objectives including fixed requirements and areas where more flexibility may be possible;
- Development of a land use framework identifying general locations where different types of development will be sought;
- A green infrastructure layer, which balances the level of development permitted in the area
- alongside multi-functional green and blue spaces that add to the character of the area;
- A movement framework that sets the hierarchy of roads and pedestrian routes throughout the development; and a
- A placemaking framework which sets out principles to establish a distinctive environment for the Wynyard area.

All of this information is drawn together in the Strategic Framework Plan at the end of this section, which provides the high-level development concept for the expansion of Wynyard.



4.1 Design Objectives

Developing Strategic Framework Plans is an iterative process responding to the information gathered about the sites themselves, the surrounding area and the necessary infrastructure that is required to be delivered as part of the development.

A process of concept evolution has been undertaken through the layering of analysis mapping; this has formulated spatial design principles which formed the basis for the Concept Plan and its evolution into the Strategic Framework Plan.

As part of the design evolution process a number of design Fixes, Flexes and overarching principles have been established:

Fixes

- The level of housing, community facilities and employment allocations
- Existing features (including residential development, road network and areas of woodland)
- Extant planning permissions
- Location of heritage assets including areas of archaeology, historic parkland, listed buildings and Scheduled Ancient Monuments
- Primary Vehicular Movement including new Primary Arterial Route linking Hanzard Drive to The Meadows
- Principles of Secondary Vehicular Movement (detailed routes remain a flex)
- Key locations of Green Infrastructure
- Principles of links between spaces
- Placemaking:
 - o Location of Gateways
 - o Principle and location of active frontages
 - o Safeguarding of hedges along main roads
 - o Principle of Squares and Nodes
 - o Principle and location of Community Hubs / Local Centres
 - o Provision of sports pitches and changing facilities in Wynyard Park (Hartlepool Borough) associated with education facility
 - o Principles of Primary and Secondary Education Provision in Wynyard area
 - o There is potential for sufficient utilities to be in place to ensure the allocations can connect into the existing urban network.

Flexes

- Secondary vehicular circulation:
 - o Wynyard Park – Linkages from Primary Arterial Road to Primary Boulevard Street to service the residential parcels
 - o Wynyard Village – Delivery of Primary Boulevard Streets to service development parcels
- Detail of design, location and scale of play provision within Green Infrastructure
- Location/route of links between spaces
- Detail of location and design of squares and nodes
- Land uses:
 - o Definition of development parcels
 - o Location of Sustainable Urban Drainage features
 - o Location of secondary education facilities
 - o Design and layout of sports pitches and changing facilities within the education area at Wynyard Park (Hartlepool Borough).

Overarching Principles

A place that meshes and interacts with the adjacent residential areas both socially and physically to create a sustainable living environment.

- Strong lateral links including cycle/footpath, green infrastructure and leisure
- Development addresses key Primary Road Network
- Proposed Local Centres that serve the Wynyard community and provide a high quality, attractive, green destination
- Enhanced links will be created to connect Wynyard Village to Wynyard Park
- A network of public spaces, green spaces and corridors will complement the existing green infrastructure

A place that draws from the varying character zones to create interest and sense of place, whilst retaining a strong unifying identity.

- Development provides active frontages onto areas of public realm, including road corridors and green spaces providing a welcoming and distinctive environment
- Green/Blue infrastructure sets the framework for development supported by a generous cycle footpath and leisure network
- Gateways, links and nodes within the development installs a unifying design language allowing individual, distinctive character areas off these to feel part of the whole

A place that creates an attractive, distinctive development at the edge of the Tees Valley conurbation.

- Landmark development and distinctive landscape frontage to reinforce the development gateways and nodes at significant locations, in particular the junctions with the A689 and key points on the primary route network throughout Wynyard Village and Wynyard Park
- Maintenance of the woodland character of the area including strengthening of landscaping along the A689 and other priority views

4.2 Strategic Framework

Land Use

The adopted Local Plans provide a basis for the land uses to be taken forward. However, the process of developing the framework has identified an opportunity to adopt a more flexible approach to the delivery of allocations to ensure the most appropriate configuration of land uses. This has allowed for uses to be swapped across the site on the basis that there will be no net increase in the level of housing land allocated in the Local Plan.

This more flexible approach has allowed the land use framework to be progressed having regard to the following development objectives:

1. **Develop a critical mass to create a sustainable community at Wynyard through the delivery of both executive housing and market housing.**
2. **Continued provision of large scale employment land sites that are well connected to the A19(T) and via the A689 to the A1(M) and are attractive to inward investment opportunities.**
3. **Provide local convenience and community facilities to serve the day to day needs of Wynyard residents that are well located and accessible to residents via walking and cycling routes.**
4. **Provision of primary and secondary education facilities within Wynyard to meet the needs of the community, to be delivered as the area grows in to a sustainable settlement. Careful site selection will maximise opportunities for safe walking routes to school and as well as adequately catering for vehicle movements.**
5. **Delivery of sports, leisure and recreation facilities that are accessible to all residents of the community.**

Housing

The existing housing offer at Wynyard is focused primarily on the executive housing market with a significant proportion of homes generally being large detached dwellings set in an attractive setting in a large plot. Both Local Plans recognise the unique character of Wynyard Village and seek to maintain the lower density executive housing nature of the development in that part of the settlement.

Whilst executive housing has and will continue to be encouraged at Wynyard Park, the scale of housing growth anticipated in the area is such that a wider range of house types will be encouraged as set out in policies in the adopted Local Plans, which generally outline a need for 2, 3 and 4 bedroom homes.

In order to achieve an area with a sense of place allocations within Wynyard Park have been adjusted to allow for the provision of infrastructure. However, this will not impact on the level of housing identified in Local Plans.

As development is expected to take place over a number of years, it is acknowledged that it is difficult to predict with a high degree of certainty how the development will come forward. The phasing set out in the Infrastructure Delivery Schedule (IDS, **Appendix 2**) should therefore be regarded as indicative and will be applied with a degree of flexibility to enable the development to respond to changing circumstances over time. However, where it has indicated an immediate requirement for a particular piece of infrastructure that is to reflect a current need or trigger has been met.

For completeness the Strategic Framework Plan provides an indicative layout of how the residual area of the planning commitment at Wynyard Village can be developed, as well as opportunities for a relocated Local Centre. This area falls within the planning commitment for Wynyard Village which has previously been limited to 500 dwellings due to highway capacity. Development would only be allowed to come forward where it is appropriately designed, that highway capacity has been demonstrated, and that the proposal contributes to the delivery of required infrastructure.

Both Local Plans identify an affordable housing requirement. In Hartlepool Borough 18% of new dwellings are expected to be affordable homes, whilst in Stockton-on-Tees Borough 20% of dwellings are expected to be affordable homes subject to viability.

Within the Stockton-on-Tees Borough Local Plan the Council has adopted a policy requiring 50% of new homes to be accessible and adaptable dwellings (Building Regulation M4(2)) and 8% of new homes to be wheelchair user dwellings (Building Regulation M4(3)). This requirement applies to the allocations within the Local Plan which have not yet been granted consent, subject to viability.

Employment Land

In addition to the significant housing delivery in the area, the Framework also includes the provision of additional employment land growth, as both Councils recognise that the Wynyard area will continue to provide an important location for future inward investment.

In some cases employment land allocations generally benefit from planning permissions which have been previously implemented and therefore remain extant. However, both Councils recognise that the planning consents that are established may not be developed as envisaged and that alternative schemes may come forward which will be considered on their own merits.

Notwithstanding the above, and as the masterplan, infrastructure needs and constraints have developed into a more advanced position, an area of land in Hartlepool Borough which is allocated for employment uses has been identified for other uses within this Framework, including increased educational provision to account for the possibility of secondary education on site, road infrastructure, housing, a green corridor including substantial SuDS provision and a Local Centre. This has led to the Framework identifying a reduced employment land allocation in the Hartlepool area. In order to deliver a suitable layout it has also been necessary to swap an area of housing with an area of employment land.

In order to maintain an attractive portfolio of employment land sites that are attractive to the market, the Framework has prioritised the protection of sites that are adjacent to the strategic road network.

Convenience and community facilities

The increase in population within the Wynyard area will result in increased expenditure on convenience and comparison shopping which can be met within the Wynyard area. In order to achieve this there is a need for the framework to:

- The Stables, Wynyard Village - Safeguard the services and facilities provided at The Stables for ongoing commercial opportunities that meet the needs of local residents;
- Wynyard Village – Delivery of a Local Centre designed to meet the needs of residents in the Wynyard Village, in particular those in the planning commitment in the area;
- Wynyard Park – Delivery of a large Local Centre, that meets the needs of residents across Wynyard Park, which also provides facilities for the whole of Wynyard settlement as well as the opportunity for future expansion land.

Uses that will be permitted within the Local Centres will be of a scale and function designed to meet the needs of the local community and should include:

- Retail (A1 use class) including anchor stores and smaller retail units;
- Café / restaurant (A3 use class) and public house (A4 use class) facilities;
- Hot food takeaway (A5 use class) as an ancillary element of any centre and restricted in number by relevant policies within the Local Plan;
- Consideration should also be given to providing suitable and convenient facilities that enable residents to utilise on-line services, for example sensitively integrating self-service lockers or post-office facilities in to developments where possible;
- Small-scale health and fitness opportunities (D2 use class);
- Sufficient land to cater for other community / commercial needs (for example child-care facilities) or changes in shopping habits that may arise over the build out of the sustainable settlement;
- Safeguarding of land to allow for future growth of the centre to accommodate changes in shopping habits and/or needs not identified in this Framework;
- Safeguarding of land within Wynyard Park Local Centre and Wynyard Village Local Centre for the delivery of other community facilities.

Education Hub

In order to meet needs at Wynyard, safeguarded land is identified at Wynyard Park which must as a minimum deliver a primary school to meet the needs of the Wynyard Park area. If the need arises, this area of land would be sufficient size to provide secondary education provision that can be delivered as an ‘all-through’ school model, which is a facility that combines primary and secondary education in to one facility.

Delivering an ‘all through school’ in the area provides the potential for educational benefits, land use efficiency and building operational efficiency. The secondary element would be designed to allow children who have been educated away from the site to join the school at Year 7.

The Framework also identifies an opportunity for an alternative option for secondary school provision within the Wynyard area. This opportunity, as well as the school site identified above, should continue to be reserved for educational use until anticipated educational needs are met.

Additional education facilities at Wynyard will be provided through:

- The safeguarding of land for education facilities identified in this Framework;
- Securing further financial contributions, in addition to those already secured from existing planning permissions, towards the delivery of education facilities in the Wynyard area in line with Local Authority guidance;
- Co-ordinated monitoring of pupils in the area and the implications for school place planning;
- Securing any necessary additional funding and delivery of education facilities alongside education providers and Department for Education.

Should a school come forward on either site, whichever option does not come forward will retain the status set out in the respective Local Plan and any planning application for development on those areas should be considered on that basis.

Sports, leisure and recreation

This framework identifies appropriate levels of sports provision that will be required to be delivered through the site. These will include requirements for changing facilities and parking and other related infrastructure.

The Hartlepool Local Plan identifies a need for sports pitches, changing facilities and parking at Wynyard Park, planning permissions will secure the delivery of these in the short term to ensure timely delivery of these elements, including a 3G pitch. There may also be an opportunity in the future, when education facilities are provided, to secure other associated sports and leisure facilities for the area. This can be achieved by a community use agreement and may include use of a school hall for community usage on an evening or weekend.

A large proportion of this hub is already secured by the Hartlepool Local Plan which identifies (policy INF4) that Wynyard Park should include ‘associated playing pitch and accessible changing facility provision with associated community use agreement’ as well as ‘playing pitch provision capable of catering for adult football matches with associated changing’.

Should the secondary school element at Wynyard come forward at the alternative option the sports facilities at the school should be made available to provide publicly accessible sports facilities at that location.

The level of need for other built facilities, such as swimming pools and indoor bowls is only minimal for the level of population expected and can be delivered at strategic locations across the two Council areas, whilst some private leisure opportunities can be delivered in the area through commercial premises in Local Centres.

Green Infrastructure Framework

The Development Objectives for the Green Infrastructure Framework have been identified as:

- 1. Recognise the existing woodland resource in the area including significant areas that define the landscape character of the area, are of ecological importance or have the potential for biodiversity enhancement, as well as increased access for new residents.**
- 2. A network of connected and multifunctional green infrastructure, including play opportunities for children and sports pitches, should be identified and further developed, enhancing and linking woodlands, waterbodies and other natural habitats and green space.**
- 3. Development of SuDS to be incorporated in to development, where possible, alongside other green infrastructure opportunities.**
- 4. Ensuring that green infrastructure is integrated with the street hierarchy and movement routes, providing green and highly attractive routes for walking and cycling.**
- 5. Delivery of green corridor within Wynyard Park linking residents with important community facilities**

The location and scale of development opportunities identified in Local Plans at Wynyard present opportunities to use existing natural drainage and other features to structure the pedestrian/cycle sustainable movement within an attractive parkland setting framework incorporating the proposed neighbourhoods, provide wildlife corridors as well as sustainable drainage systems.

This Green Infrastructure Framework underpins the Strategic Framework layout and this concept layer has been developed to illustrate the rich mix of landscape / habitat and function that this approach can bring; creating a range of distinct characters and settings that is designed and managed to provide stimulating, diverse and accessible settings for outdoor recreation and other complimentary land uses for residents, visitors and wildlife.

Areas of woodland provide a significant contribution to the landscape character of the Wynyard area providing a significant green infrastructure resource. Improving access to the woodland provides a key opportunity to

utilise this green infrastructure resource, which should be achieved alongside further ecological enhancements of these areas. Notwithstanding the above, some areas of low quality conifer plantation to the west of Wynyard were permitted to be removed as part of the outline planning application that was granted for the area. However, compensatory measures secured as part of this development provide future opportunities to enhance biodiversity. Development constraints within the part of Wynyard Park in Hartlepool present the opportunity to create a linear green corridor running north-west to south east throughout the area. The corridor consists of three key elements:

- Urban Park – A strategic park providing open space facilities for Wynyard located on an area of land excluded from development due to archaeological constraints;
- Sustainable Drainage – An area of sloping land that is susceptible to surface water flooding;
- Central Link – Linear corridor providing connection between the above elements, designed to make best use of landscape features. This area will also include the sports pitches which will form a key part of the area.

The green corridor provides a direct route through the area to encourage pedestrian and cycling movements, linking residents to key services at the community hub, the potential through-school site and the urban park. Development around the green corridor should be orientated towards the corridor to provide an attractive green space fronted by high-quality development.

Elsewhere across Wynyard a system of proposed open spaces, village greens, formal play areas, playing fields, woodland or meadow buffers, and ‘pocket parks’ is proposed to be delivered as part of the residential development. These include provision within:

- The part of Wynyard Park within Stockton-on-Tees Borough to provide strategic open space for the 1,100 homes that are allocated within that part of the area;
- Wynyard Village amenity open spaces that are secured through existing planning permissions to meet the needs of the new residents in that area, as well as potential further provision should further development occur.

The network also provides outward connections to the strategically important green infrastructure corridors including the Castle Eden Walkway which passes to the west of Wynyard. The site is connected via direct linkages in to

the Wynyard Village extension and at Wynyard Park via a northern connection through woodland via the existing rights of way network. All of the above, social and recreational features are linked by a wider cycle and pedestrian network, which combines the Movement Framework with the Green Infrastructure Framework to facilitate and encourage people to consider these modes of movement as their principle modes for local trips.

The Green Infrastructure principle is applied to the Primary and Secondary Street hierarchy of the Movement Framework and wherever possible, verges incorporating Green Infrastructure drainage and pedestrian and cycle routes should be proposed.

The network of landscaped corridors and water bodies will be designed to enhance existing wildlife habitats and species. The ‘greenfield’ nature of the area presents valuable opportunities to create residential neighbourhoods rich in biodiversity through well-conceived habitat creation.

The Green Infrastructure, watercourses and small areas of less well draining land provide opportunities to locate sustainable drainage systems of various types throughout Wynyard that should be designed to mimic natural drainage flow paths, utilising existing natural low-lying areas and conveyance pathways where appropriate.

The SFP identifies the indicative location of sustainable urban drainage features highlighting a number of built and permitted features, as well as the potential location of infrastructure based on available information relating to watercourses and areas of land that are susceptible to surface water drainage issues.

A Surface Water Strategy is required for the delivery of further development at Wynyard Park, which should influence the design of the whole development including drainage layout at the earliest stages of the design of the remainder of the development.

The main surface water infrastructure should follow natural drainage paths that exist within the pre-developed site. This will ensure that surface water flows from outside the development area can flow through the development without impacting on the individual surface water drainage systems of stand alone development sites. Each individual development site should have a stand-alone system that connects to become part of the overall sustainable system flowing through the whole development area.



KEY

- GREEN INFRASTRUCTURE**
- PUBLIC OPEN SPACE
 - EXISTING GREEN SPACE
 - EXISTING WOODLAND
 - PROPOSED TREE PLANTING
 - FORMAL RECREATION / PLAYING PITCHES
 - NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP)
 - LOCAL AREA FOR PLAY (LAP)
 - EXISTING / COMMITTED PLAY FACILITY
 - EXISTING WATERCOURSE
 - SUSTAINABLE URBAN DRAINAGE (SUDS)
 - WYNYARD WOODLAND PARK
 - REGISTERED PARKS AND GARDENS



Movement Framework

The Movement Framework defines the highways infrastructure necessary to mitigate the impact of growth at Wynyard in order to deliver the following development objectives.

- 1. East-west and north-south linkages for movement and transport should be pursued to support both permeability, legibility and linkages across internal development parcels and out to the wider settlement and surrounding areas.**
- 2. There should be a clearly defined street hierarchy, considering their enclosure, height to width ratio, and character to ensure that the development offers well defined streets and spaces.**
- 3. Streets should be designed to encourage low vehicle speeds and reduce the need for retrofit traffic calming during the Section 278 process.**
- 4. The Primary Arterial road should be designed to an appropriate width to accommodate linear SuDS solutions, boulevard tree planting and footway/cycleways wherever possible. Within Wynyard Park land should also be safeguarded either side of the Primary Arterial road to allow for dualling in the future if necessary.**
- 5. Provide an attractive and high-quality pedestrian and cycle network to the principles of a walkable neighbourhood and encourage low carbon transport options supporting a shift in the way people move to work, school, shopping and leisure.**

Major junction improvements are proposed on the A19(T) interchange and the A689 roundabouts to accommodate vehicular traffic generated by development of land at Wynyard. As part of these improvements a footway/cycleway footbridge will be provided over the A19(T).

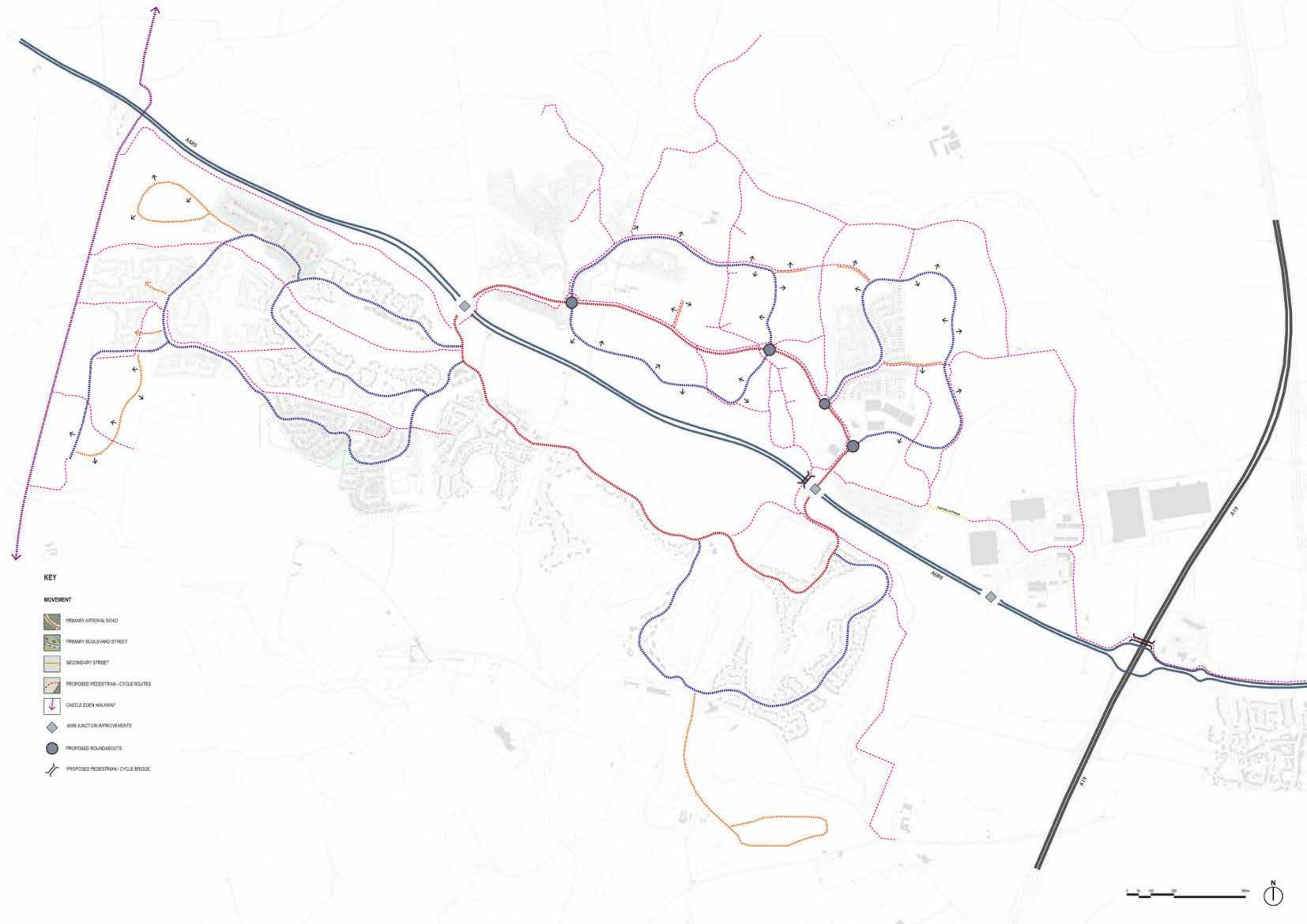
A footway/cycleway bridge is proposed over the A689 near to its junction with Hanzard Drive to provide a safe walkable route between residential areas at Wynyard Park to the north and Wynyard Village to the south.

The internal network of proposed streets of the Movement Framework achieves the important links and connections between existing and future development parcels in line with the Design Fixes and Flexes set out above. They comprise the existing 'Arterial Road' within Wynyard Village and the proposed 'Arterial Road' within Wynyard Park which provide the primary access into the main residential character zones of Wynyard. The 'Primary Boulevard Street' will provide the main internal road network to service the residential parcels and provide a framework from which the 'Secondary Streets' can be built.

The 'Primary Boulevard Streets' are fixed in principle, with detailed routing being confirmed as each development comes forward as a planning application. Each application proposal will achieve the linkages defined in the Movement Framework to fit with the particular development design proposal.

In order to connect residential parcels within the northern part of Wynyard Park as part of a drive to encourage greater connectivity, the provision of a footway/cycleway connection is identified through ancient woodland to ensure safe walkable routes to other facilities including the school and urban park. For this route to also be perceived by pedestrians/cyclists as a safe, attractive and direct route, residential parcels either side of the section of woodland should provide a pedestrian link from the secondary road network to the edge of the woodland within their designs.

The hierarchical street design principles and gateway system is described further in the Placemaking Framework section.



KEY

MOVEMENT

-  PRIMARY ARTERIAL ROAD
-  PRIMARY BOULEVARD STREET
-  SECONDARY STREET
-  PROPOSED PEDESTRIAN / CYCLE ROUTES
-  CASTLE EDEN WALKWAY
-  A899 JUNCTION IMPROVEMENTS
-  PROPOSED ROUNDABOUTS
-  PROPOSED PEDESTRIAN / CYCLE BRIDGE



Placemaking Framework

Whilst placemaking principles and opportunities run through all the layers of the Framework, the following identifies and describes the key character areas and key features including: gateways, frontages, and street hierarchy design principles. It is important that any future development respects and provides a design response in relation to the existing and unique character of Wynyard Village, the golf course, and the registered park at Wynyard Hall and Gardens.

The Placemaking Framework seeks to respond to and deliver the following development objectives:

1. **Provide a range of character areas that help to create a sense of place that responds to the existing and distinctive character of Wynyard Village and its parkland setting.**
2. **Gateways should seek to provide a sense of arrival and be of high quality in terms of hard and soft landscape design and specification.**
3. **Nodes should provide a high quality environment that enhances legibility and provides the opportunity for positive social interaction.**
4. **There should be active frontages throughout the development to help define the street character; with building design and orientation optimised to address the street and ‘turn corners’ where possible.**
5. **Consideration should be given to orientation and the ability to maximise opportunities for solar energy and solar gain.**
6. **Development parcels are to be defined and distinguished by both water and green infrastructure as well as by sustainable movement routes.**

Definition of Character Zones

For each of these a description of the response to constraints and opportunities is outlined below. Due to the scale of development across the site and the various stages of development the following provides details of how residential areas without permission, or where a large proportion of the zone does not benefit from permission, can respond to constraints and opportunities.

Zone WP-B

- Strong street-scape character to be provided to the Primary Arterial Road.
- Mix of medium and lower density housing.
- Consideration of boundary treatments on the eastern edge of the development in terms of the sites proximity to the education hub

Zone WP-C

- Strong street-scape character to be provided to the Primary Boulevard Street and Primary Arterial Road.
- Mix of medium and lower density housing.
- Appropriate screening of the development to the A689 frontage.
- Layout and screening in relation to the commercial land to the north west
- Layout and screening in relation to the employment land to the east.

Zone WP-D and WP-E

- Development should be orientated to and interact with the Urban Park area.
- Strong street-scape character to be provided to the Primary Boulevard Street.
- Mix of medium and lower density housing.

Zone WP-F

- Development should be orientated to and interact with the adjacent green corridor.
- Development should incorporate Primary Boulevard Street and connection to Primary Arterial Route.
- Mix of medium and lower density housing.

Zone WP-G – WP-M

- Development should incorporate Primary Boulevard Street and a strong street-scape character to this road link.
- Mix of medium density housing.

Zone WV-A

- Low density development of executive dwellings.
- Development to have regard to open nature of the area, in particular the adjacent golf course. Where appropriate development should be designed to interact with the golf course.
- Delivery of additional sports facilities linked to the golf course.

Zone WV-D

- Delivery of Local Centre providing a mix of uses.
- Development should be designed to respond positively to the adjacent Caste Eden Walkway and Registered Parkland associated with Wynyard Hall.
- Low density development of executive dwellings.

Zone WV-E

- Development should be designed to respond positively to the adjacent Caste Eden Walkway
- Low density development of executive dwellings.

Education Zones

- Delivery of modern education facilities and high-quality sports pitches.
- If development is taken forward at Wynyard Park this should be sensitively designed having regard to proposed residential development in the area. The option to the east of Wynyard Village should continue to be agricultural land
- If taken forward, the development option to the east of Wynyard Village should be designed to deliver appropriate connections in to Wynyard Village. The element of the Wynyard Park option which is safeguarded for secondary education / through school would revert to an employment land use if only a primary school is required on that site. The employment development should be sensitively designed.

Other Zones

Other areas within the masterplan should also contribute to the delivery of the Strategic Framework as follows:

- Wynyard Park Employment area to respond positively to the road network and delivery of Sustainable Urban Drainage system as part of a high quality green corridor. Development to be appropriately screened from the A689 along with zones WP-C.
- Wynyard Park Local Centre. Delivery of convenience and community facilities of an appropriate scale that respond positively to adjoining housing and employment development.
- Urban Park delivery of high quality open space for the use of all Wynyard residents which interacts with adjoining development plots and respects and interprets, where possible, the significant heritage assets on the site. Proposals for the site should avoid disturbance of the heritage asset and if proposals may cause any disturbance early engagement with Tees Archaeology is crucial.



KEY

PLACEMAKING

- PROPOSED RESIDENTIAL PARCELS
- EXTANT RESIDENTIAL PERMISSIONS
- PROPOSED EMPLOYMENT PARCELS
- EDUCATION HUB - EXISTING PRIMARY
- EDUCATION HUB - PROPOSED OPTION A
- EDUCATION HUB - PROPOSED OPTION B
- COMMUNITY HUB / LOCAL CENTRE
- GATEWAY
- SOEC
- ACTIVE FRONTAGE
- EXISTING LOCAL CENTRE



Placemaking Design Principles

The quality of architecture, public realm, streets and green space can contribute significantly to the built environment and the creation of successful townscapes. To ensure that place quality can be instilled in our built environment the following principles must be taken forward as part of any future planning application. Precedent examples are used to illustrate the principle of quality and townscape and are not intended to be prescriptive in terms of architectural appearance.

Gateways

Gateways are distinctive arrival points that create an early impression to visitors. The design of such are important in creating legible urban environments and announce themselves through scale and high quality public realm or landscape forms. They should provide buildings of scale which address the street and provide where applicable, interesting forms of architectural design. The public realm should use creative and innovative design to address elements such as changes in level and where possible, should avoid an abundance of unnecessary street furniture.



Primary Arterial Streets

Primary Arterial Streets are the principle access routes from the A689 and provide a backbone to the development. Primary Arterial Streets should have an appropriate width carriageway reflective of its highway function set within a green corridor wide enough to accommodate a linear SuDS system, off carriageway bus layby's (to meet future demand), footway/cycleways, and boulevard tree planting.



Primary Boulevard Streets

Primary Boulevard Streets are grand, wide, green spines to the residential development parcels with active frontages, boulevard tree planting and generous footway/cycleways. They should have a distinct character and a different design language to other streets within the development. Primary Boulevard Streets are punctuated by upgraded or new public realm at squares, nodes and gateways. They should be designed to accommodate potential future on-carriageway bus stops facilities.



Secondary Streets

Secondary streets relate directly to the character of the proposed residential development, with a guiding principle of pedestrian dominant spaces that are rich and varied in design environment. Selective feature tree planting should be used within these spaces and appropriately located to create focal points whilst contributing to the wider green infrastructure.



Roundabouts

Roundabouts will provide a placemaking function rather than a solution to highway capacity issues. Roundabouts have the ability to assist in the legibility of place, providing distinctive waymarkers along the Primary Arterial Street and signifying the gateways into areas of land use. It is noted that roundabouts are only identified along the Primary Arterial Street and not within the residential parcels, therefore an appropriate design solution should be provided where appropriate in accordance with the Design Manual for Roads and Bridges (DMRB). For the design and layout of junctions and roundabouts within residential parcels, it is recommended that Manual for Streets (MfS) and the Tees Valley Design Guide (TVDG) is used as a guide.

Squares

Squares are formal green or hard public spaces at key locations within the development parcels. These areas should seek to generate activity and community engagement to create positive social spaces with buildings that address the space with active frontages.



Nodes

Nodes are happenings including an uplift in public realm quality, an incidental stopping point, a grouping of several features or convergence of routes. They are informal in character and should seek to enhance legibility through the site.

Active Frontages

Active frontages should address the street and/or activate social or recreational use of green infrastructure and public realm. They should create or enhance links to adjacent communities through high quality design and should seek to create a distinctive character and townscape.



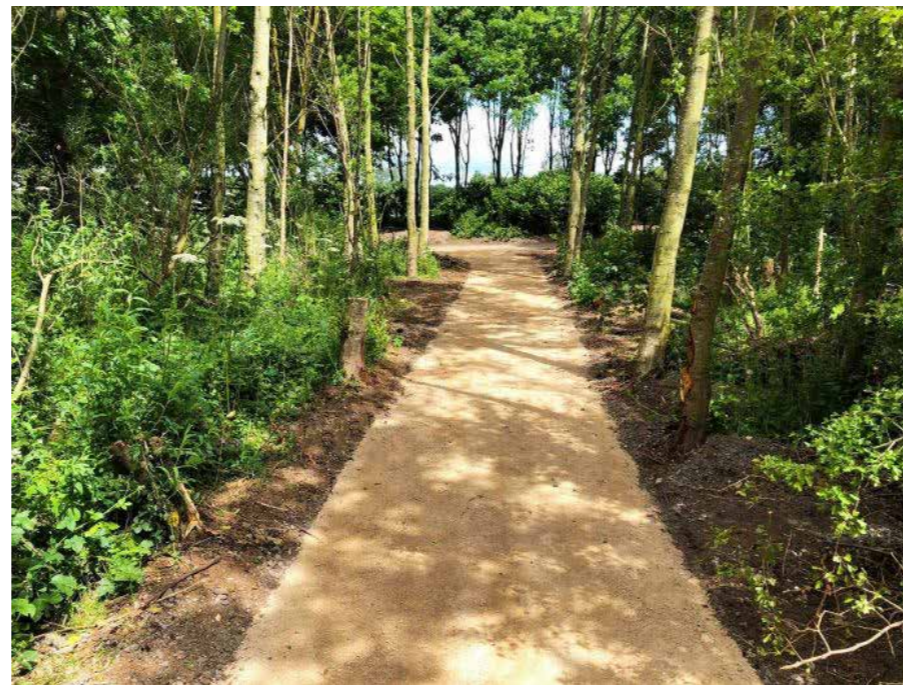
Urban Park

The urban park is a semi-formal landscaped park that should provide the green space connection between the two natural areas of public open space within Wynyard Village. The design approach and quality of materials should reflect the high quality nature of surrounding development and provide opportunities for safe pedestrian permeability.



Woodland

The existing woodland areas should provide the platform for residents to enjoy recreational walking opportunities. These include the upgrade of existing designated routes or desire lines combined with the provision of incidental seating and viewing areas particularly where the wider landscape provides key views or points of interest.



Landscape for Play

A natural 'Landscape for Play' approach is encouraged which seeks to integrate and incorporate its wider landscape setting through the provision of rolling hills, natural stone, timber, tree planting and sand.

This natural landscaped approach will provide opportunities for positive social interaction between people of all ages and enhance the sensory and visual aspect of the green space.





KEY

PLACEMAKING	MOVEMENT	GREEN INFRASTRUCTURE
PROPOSED RESIDENTIAL PARCELS	PRIMARY ARTERIAL ROAD	PUBLIC OPEN SPACE
EXISTANT RESIDENTIAL PERMISSONS	PRIMARY BOULEVARD STREET	EXISTING GREEN SPACE
PROPOSED EMPLOYMENT PARCELS	SECONDARY STREET	EXISTING WOODLAND
EDUCATION HUB - EXISTING PRIMARY	PROPOSED PEDESTRIAN / CYCLE ROUTES	PROPOSED TREE PLANTING
EDUCATION HUB - PROPOSED OPTION A	CASTLE EDEN WALKWAY	FORMAL RECREATION / PLAYING PITCHES
EDUCATION HUB - PROPOSED OPTION B	A&M JUNCTION IMPROVEMENTS	NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP)
COMMUNITY HUB / LOCAL CENTRE	PROPOSED ROUNDABOUTS	LOCAL AREA FOR PLAY (LAP)
GATEWAY	PROPOSED PEDESTRIAN / CYCLE BRIDGE	EXISTING / COMMITTED PLAY FACILITY
MODE		EXISTING WATERCOURSE
ACTIVE FRONTAGE		SUSTAINABLE URBAN DRAINAGE (SUDS)
EXISTING LOCAL CENTRE		WYNYARD WOODLAND PARK
		REGISTERED PARKS AND GARDENS

WYNYARD STRATEGIC FRAMEWORK

An aerial photograph of a residential development, likely a golf course community, featuring a large green golf course, winding roads, and clusters of houses. In the background, a line of wind turbines is visible against a clear sky. A white curved line is overlaid on the left side of the image.

5.0 Delivery

5.1 Planning Application Requirements

Due to the size of the site and the quantum of development that is envisaged, the development at Wynyard is expected to be delivered over a time period in excess of 15 years (anticipated to be circa 20 years). Developers will be expected to engage in pre-application discussions with the Councils prior to submitting a planning application for any part of a site.

Owing to the requirement for shared infrastructure the Council's preferred approach is for an outline planning application to be submitted for land within the whole development. However, it is recognised that separate planning applications may come forward for different areas given the extent of development so far and individual land ownerships.

Further information regarding the validation procedures of both Councils can be found on the relevant websites; this includes a checklist and requirements for applications to pass the validation procedure. Planning applications will be expected to be supported in the usual way by appropriate documentation, such as:

- Design and Access Statements;
- Transport Assessments;
- Ecological Surveys;
- Land Contamination Assessments; and
- Flood Risk Assessments and Drainage Assessments.

In order to avoid the piecemeal and poorly integrated development of the site, applicants will be expected to demonstrate how the proposed development would conform with this masterplan and will contribute to the vision and development objectives for the area. In addition, applicants will be expected to demonstrate how the development would not prejudice the overall proposals and design objectives/principles of the framework. Applicants should use their Design and Access Statement and Planning Statements to not only demonstrate how they have incorporated high

standards of design but also to explain how the proposed development would fit together with, and help deliver, the wider framework, including necessary infrastructure.

The Council will also expect planning applications for individual phases/parcels of land to demonstrate how their proposals would be integrated with the wider site. Proposals will be required to demonstrate how they will provide vehicular access to the individual sites and provide detailed layouts of all other necessary highway infrastructure and pedestrian/cycle links with adjacent sites. Other design considerations, in particular how they would enable the specific requirements of the framework to be met, such as the provision of Primary Arterial, Primary Boulevard and Secondary Streets would need to be demonstrated. This could be achieved through the submission of a Layout Plan, which provides detailed parcel and plot design work and demonstrates how the structuring elements and character zone guidance of the framework would be met within the planning application red line boundary.

Under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, development proposed for the Wynyard area may require an Environmental Impact Assessment. Consequently, to establish whether or not a planning application would require an EIA, a Screening Opinion should be sought by the applicant. If it is concluded that an EIA is required, a Scoping Opinion should then be sought to establish the extent of issues to be considered in the assessment and reported in the Environmental Statement. If an EIA is required, the Environmental Statement should be submitted along with the formal planning application taking into account the Council's Scoping Opinion.

Planning applications for development should demonstrate how the community have been engaged and consulted and how this has informed proposals. Community consultation should be undertaken in accordance with the Statement of Community Involvement of the relevant Council. Applications should be supported by a Statement of Community Involvement (SCI) where appropriate.

Future Management and Maintenance

Suitable arrangements will need to be made to ensure the future management and maintenance of infrastructure. Where adoption by a public body is not proposed or agreed, the developer/landowner will need to ensure that appropriate arrangements are put in place. Any such arrangements will be secured through appropriate planning obligations for the lifetime of the development.

5.2 Housing Distribution and Phasing

The level of housing in the Wynyard area is limited by the highway network which has resulted in Local Plan allocations identifying specific levels of development as follows:

- Stockton-on-Tees Local Plan Allocation – 1,100 dwellings (Zones WP-A to WP-G)
- Hartlepool Local Plan Allocations – 632 dwellings (Zones WP-3 to WP-6)

These allocations have been split across the land areas identified in the Local Plan and included in **Figure 22** which should be read alongside the Phasing Plan. In the interests of completeness, where planning permissions have been granted or are being developed the level of housing agreed in these areas has also been specified.

The final number of homes delivered in each zone will be influenced by the design. Should specific development proposals exceed the number of dwellings indicated for that area, justification should be provided regarding

Phase	Status	Development (Approx)	Local Authority
Wynyard Park			
WP-A	Under Construction	355 dwellings	Hartlepool
WP-B	Under Construction / Permissions	Up to 100 dwellings	Hartlepool
WP-C	Allocation	Up to 150 dwellings	Hartlepool
WP-D	Allocation	Up to 135 dwellings	Hartlepool
WP-E	Allocation	Up to 150 dwellings	Hartlepool
WP-F	Allocation	Up to 200 dwellings	Hartlepool
WP-G	Allocation	Up to 150 dwellings	Stockton-on-Tees
WP-H	Allocation	Up to 200 dwellings	Stockton-on-Tees
WP-I	Allocation	Up to 250 dwellings	Stockton-on-Tees
WP-J	Under Construction	240 dwellings	Stockton-on-Tees
WP-K	Allocation	Up to 80 dwellings	Stockton-on-Tees
WP-L	Under Construction	107 dwellings	Stockton-on-Tees
WP-M	Allocation	Up to 90 dwellings	Stockton-on-Tees
Wynyard Village			
WV-A	Outline Permission	44 dwellings	Stockton-on-Tees
WV-B	Under Construction / Detailed Permissions	215 units	Stockton-on-Tees
WV-C	Detailed Permission	280 units	Stockton-on-Tees
WV-D	Expansion of commitment*	Up to 100 dwellings	Stockton-on-Tees
WV-E	Under Construction / Commitment	134 units	Hartlepool

*Area of WV-D falls within planning application 13/0342/EIS

Figure 22

the impact on total housing numbers in the settlement and the implications for highway capacity for the Wynyard area. In addition, the framework plan identifies an area of land within the Wynyard Village allocation in Stockton-on-Tees Borough (Zone WV-D). The dwelling number for this area is above the Local Plan allocation number for the Wynyard Village and any future development in this area would require significant justification on the impact of the proposal on the highway network.

The phasing of new development will be crucial for co-ordinating new infrastructure and ensuring the creation of a sustainable settlement at Wynyard. The following Proposed Phasing Plan provides an indication of how the development is likely to come forward. A Phasing and Infrastructure Delivery Schedule is provided within **Appendix 2** which has been based on the Infrastructure Delivery Plan (**Appendix 1**).

The Proposed Phasing Plan takes into account the need for infrastructure to be provided in a timely manner. It also reflects the need to support the development of communities and to avoid, as far as possible, the creation of pockets of development that are isolated from existing or proposed services and facilities.

Owing to the scale of development sites in the Wynyard area it is envisaged that there will be multiple sales outlets with development across a number of separate zones. With the development expected to take place over a number of years, it is acknowledged that it is difficult to predict with a high degree of certainty how the development will come forward. The Phasing Plan should therefore be regarded as indicative and will be applied with a degree of flexibility to enable the development to respond to changing circumstances over time but also in a way which ensures delivery of the necessary infrastructure.

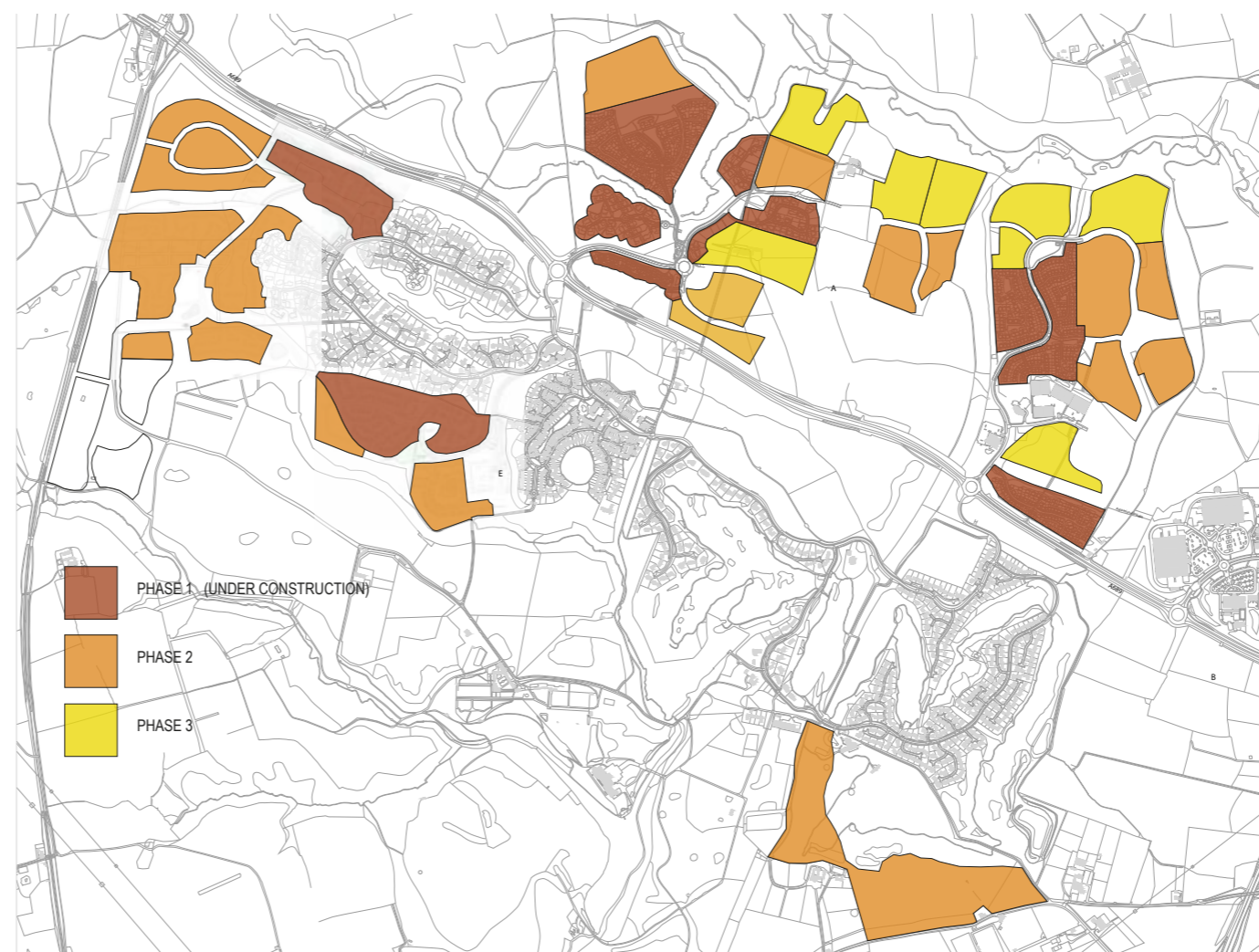


Figure 23 - Indicative Phasing Plan

5.3 Securing Design Quality

Achieving a high quality of design that responds to the setting and characteristics of the site and which has a distinct local identity will be vital for achieving the overall vision set out for the Wynyard area and to ensure that the site is a highly desirable place to live. In addition to the guidance contained within this document, a range of supplementary measures are encouraged in order to achieve the design quality objectives for the site.

Design Codes

Design codes will be required, where appropriate, for important structuring and unifying elements for the new development, such as the proposed primary and secondary streets, the community hub, strategic SuDS and green infrastructure network. The codes will ensure that these elements are co-ordinated and that their anticipated character and function is delivered. The requirement to agree and approve a design code for the relevant phase would be a condition that would be attached to any outline planning permission.

A design code is a technical document providing detailed guidance on aspects of design which provides a quality benchmark that developers of individual parts of the site are expected to adhere to. They are a particularly useful tool for ensuring that there is a consistent approach and that quality standards are maintained across strategic developments like Wynyard where multiple house builders are expected to be involved in the development. Indeed, National Planning Practice Guidance (NPPG) states that:

“Local Planning authorities and developers should consider using design codes where they could help deliver high quality outcomes where for example:

- they wish to coordinate design outcomes across large or complex sites to deliver a coherent locally agreed vision;
- wish to ensure consistency across large sites which may be in multiple ownership and/or where development is to be phased and more than one developer and design team is likely to be involved...”

To ensure that the delivery of important structuring and unifying elements for the new development is co-ordinated and that these elements achieve their anticipated character and function, the Council expects separate Design Codes to be prepared. These Design Codes will supplement the strategic guidance in this framework by providing more detailed technical design specifications that are based on an inter-disciplinary and integrated design approach.

Developers will be required to work alongside the Council’s in the preparation of design codes which will be required in a phased manner as identified above. The requirement to agree and approve a design code for the relevant phase would be a condition that would be attached to any outline permission. All reserved matters and full applications will be required to implement the approved design code.

Design Review

North East Design Review and Enabling Service (NE DRES) is an organisation set up to achieve high design quality in the built environment throughout the North East. NE DRES is part of the Design Network and is hosted by RIBA North East.

NE DRES provides expert, constructive, impartial advice to developers, planning authorities and other agencies. NE DRES provides advice on the architecture, landscape, urban design and climate change impacts of development frameworks and individual proposals. The remit of NE DRES is to help raise design aspirations and encourage the adoption of more consistent design standards across the North East of England.

Applicants are encouraged to submit proposals for communal land and community buildings for independent design review, where considered appropriate, prior to the proposals being finalised and the application submitted.



5.4 Securing Required Infrastructure

The growth of Wynyard in to a sustainable settlement will require the provision of the infrastructure set out earlier in this document. This will be secured through:

- The safeguarding of land for infrastructure / facilities identified in broad accordance with this Framework;
- Where necessary, requiring the delivery of infrastructure / facilities directly by the developer or, where considered appropriate requiring secure financial contributions to be secured, in addition to those already secured from existing planning permissions, towards the delivery of infrastructure / facilities in the Wynyard area;
- Agreeing appropriate triggers for the delivery of infrastructure and monitoring of the level of development and need for delivery of infrastructure in the area.
- Only where necessary and achievable, by securing any necessary additional funding to enable the delivery of infrastructure / facilities.

The Infrastructure Delivery Schedule (**Appendix 2**) provides a detailed list of what is required to deliver the scale of development outlined.

Developer Contributions

Developers / landowners will where appropriate deliver infrastructure on site. However, appropriate contributions will also continue to be required from developers in order to deliver the on and off-site infrastructure that is necessary to serve the development.

The Councils do not have an adopted Community Infrastructure Levy Charging Schedule. Therefore, it is proposed that the impacts of the development will be mitigated and necessary infrastructure provided via planning obligations secured through Section 106 Agreements or other legal agreements. Any Section 106 Agreement will have regard to the adopted Local Plans of both Councils.

The main shared contributions in the Wynyard area are:

- Improvements to the A19 (T) A689 Interchange and associated pedestrian/cycle bridge
- Improvements to junctions on the A689
- Pedestrian/cycle bridge over the A689
- Education provision
- Delivery of other community facilities as part of developments at Wynyard Village and Wynyard Park.

Much of the required infrastructure is needed in the early phases of development or by the mid-2020s. It will be necessary to ensure that planning application(s) are underpinned by an agreement between landowners and developers regarding contributions and delivery of infrastructure to ensure that it is delivered when it is required and to ensure the viability of the wider site is not compromised. Until the Council is confident that an agreement has been reached that is compliant with established legal tests agreement, it will not be possible to determine planning applications at the site.

It will also be necessary to ensure that residential development across the site does not proceed beyond trigger points identified for the delivery of infrastructure within the Infrastructure Delivery Schedule. This will be controlled by Section 106 agreements or other mechanisms.

Appendix 1 Infrastructure Delivery Plan

Infrastructure	Delivery Organisation	Delivery Mechanism
Education Facilities		
Wynyard Village Primary School (Stockton on Tees Borough)	Primary School provision (420 pupils / 60 pupil intake) plus 39 place nursery. Site with ability to provide full size adult football pitch.	Developer of planning permission 13/0342/OUT, Education Funding Authority and Church of England Diocese
	Expansion of school car park.	
Wynyard Park Primary School Provision (Hartlepool Borough)	Provision of Primary School at Wynyard Park	Land-owners and developer, Education Funding Authority, Local Authorities and education providers.
Secondary School Provision	Secondary School Provision either at Wynyard Park, co-located with primary school provision to form a through school; or a standalone secondary school on a site to the East of Wynyard Village. .	Land-owners and developer, Education Funding Authority, Local Authorities and education providers.
Community Facilities		
Wynyard Village Local Centre	Mix of commercial uses as detailed in the masterplan ensuring Wynyard has sufficient access to:	
Wynyard Park Local Centre	- Retail (A1 use class) - Food and drink uses including Restaurant / Café Use, Public House (A4 use class), Hot Food Takeaway. - Other facilities and future expansion land.	Land-owners and developer through on-site provision.
Wynyard Park Public House and Convenience Facility	Provision of public house and retail facility.	Land-owners and developer through on-site provision.
Wynyard Health Facilities	Safeguarding of land to provide option for fully serviced and accessible health facility in the Wynyard area.	Land-owners and developers through on-site provision and liaison with Hartlepool and Stockton Clinical Commissioning Group

Infrastructure		Delivery Organisation	Delivery Mechanism
Community Centres	A community centre in the local centres to the north and south of the A689. Land should be safeguarded in Local Centres funded by development in Wynyard. Land to be transferred to appropriate body to operate facility.	Land-owners and developers through: - Other potential partners including operator of the centre.	Land to be safeguarded in any development for Community Hubs in Local Centres in Wynyard. Delivery secured through Section 106 legal agreement tied to triggers established in residential planning permissions. Community centre to be located in Local Centre / Community Hub with management and maintenance by developer / land owner.
Sports Hub	Playing Pitches and built facilities (changing facilities and parking), including 3G artificial grass pitch with fencing and floodlighting. Located within the Wynyard Park Green Corridor. (School to have access to 3G pitch once the school is built) Development will also require long term maintenance and operation.	Land-owners and developers to deliver to Local Authority/Sport England specification. Other potential partners including education providers, Sport England and Department for Education.	Site safeguarded through masterplan. Delivery secured through Section 106 legal agreement tied to triggers established in residential planning permissions as well as planning permissions for education facilities, community use agreements and securing of appropriate management and maintenance arrangements.
Green Infrastructure			
Wynyard Park Green Corridor (Hartlepool Borough)	Multi-functional corridor through Wynyard Park, incorporating: • Urban Park - strategic green space providing neighbourhood fixed play facilities, open spaces and connectivity to woodlands. • SUDs - clear linkage to the green infrastructure benefits of adjoining drainage infrastructure. • Strategic corridor linking Urban Park (to north) and SUDs facilities (to south) to be situated in close proximity to education hub (to west) providing crucial link to deliver corridor. • Footpath connection through woodland to footpath / cycleway over the A689.	Land-owners and developers through: - Reserving land for site - Delivery of green infrastructure to agreed specification in planning applications and / or other plans.	<ul style="list-style-type: none"> • Safeguarding and delivery of land for a green corridor and SUDs via planning applications, including road crossings and other necessary infrastructure. • Safeguard and consider the urban park through planning applications for zone WP-B, WP-C, WP-D, WP-E and WP-F of the masterplan, whilst avoiding damage to areas of archaeological importance during construction. • Phasing plan to be submitted in line with triggers specified in planning applications for zones WP-B to WP-F, with development delivered in accordance with scheme/phasing plan. • Development of a plan for the delivery and long-term management of the urban park. • Opening of urban park and on-going maintenance.
Wynyard Park Amenity Open Space (Stockton on Tees Borough)	Provision of open space capable of providing informal play for residents in the eastern part of Wynyard Park in Stockton on Tees Borough.	Land-owners and developers through on-site provision.	To be safeguarded through this masterplan and delivered in tandem with zone WP-I and WP-K with delivery trigger agreed within relevant planning application.
Wynyard Village Amenity Space	Provision of open space and playing facilities to provide informal sports / play facilities, including public open spaces and equipped play areas.	Land-owners and developers through on-site provision.	To be delivered as part of agreed planning permissions. Expansion land to deliver open space as part of any permitted development.
Play Facilities	Provision of a number of play facilities across the Wynyard area including: - Local Area for Play in the Urban Park area; and - Neighbourhood Fixed Play facilities at a variety of locations.	Land-owners and developers through on-site provision.	Section 106 Planning Obligations tied to residential planning permissions requiring delivery of play areas to LA specification.
Connections to Castle Eden Walkway	Links from residential development within Wynyard Village to Castle Eden Walkway, in addition to northern link from Wynyard Park Pentagon development.	Land-owners and developers to through delivery of linkages as part of development	Planning conditions and / or section 106 obligations on individual applications.

Infrastructure		Delivery Organisation	Delivery Mechanism
Woodland Footpath Connections	Linkages from Wynyard Park to adjoining woodland via a network of sensitively designed footpaths that provide appropriate resident access to natural green space. Footpath routes split in to discrete routes to be delivered by development in each zone.	Land-owners and developers to through delivery of linkages as part of development	Planning conditions and/or section 106 obligations on individual applications requiring delivery of woodland footpaths in accordance with the framework plan. Secure arrangements for public access, management and maintenance of the footpaths for the lifetime of the development.
Highway Works			
Wynyard Park Primary Arterial Road	Spine road linking Hanzard Drive (Stockton on Tees Borough) to The Meadows (Hartlepool Borough). Single width carriageway (7.3m) with 2m (min) verge both sides, increasing to a minimum of 3m to accommodate boulevard trees if these cannot be provided within private land, and 2m footway one side and 3m cycleway one side to the rear of the verge. Additional land to be safeguarded to allow for future widening if necessary. Development to provide roundabout junctions as specified on framework plan.	Land-owners and developers to build infrastructure to adoptable standards under s38 of the Highway Act	Delivered as phases of development are built out. Section 106 planning obligations tied to planning permissions requiring safeguarding of site submission of a planning application for the link (including footways and cycleways) to LA specification.
Wynyard Village Primary Boulevard Street	Spine road looping to the west of Wynyard Wood connecting at to the east of Harestones and North of Black Wood (both within Stockton on Tees Borough) Hanzard Drive (Stockton on Tees Borough). To be developed in accordance with planning permissions.	Land-owners and developers to build infrastructure to adoptable standards under s38 of the Highway Act	Link commenced. Completion expected as phases of development are built out.
Wynyard Village and Wynyard Park	Internal highways network providing links between development zones / phases (including proposed primary and secondary streets) and appropriate public transport provision.	Land-owners and developers to build infrastructure to adoptable standards under s38 of the Highway Act	Provided during development or through planning conditions and section 106 obligations on individual applications.
A19 Carraigeway between A689 and A1027	Widening between Wynyard (A689) and Norton (A1027) to 3 lanes.	Highways England	Highways England Funded Scheme. Delivery anticipated between Spring 2020 and Spring 2022.
A19/A689 Interchange Northern circularoty leg widening on grade separated junction.	Widening of carriageway to provide a third lane on the northern side of the circulatory to improve west - east capacity at interchange. Requires removal of the existing footpath with mitigation provided in the form of a Cycleway / Footway bridge over the A19 (see below). Delivery anticipated 2022/23.	Either: • Land-owners and developers via section 278 agreement; or • Other bodies with forward funding by TfN with costs recouped from section 106 contributions.	Scheme to be delivered no later than immediately following A19 widening and will need to be operational in 2024. Funding will be provided from Section 106 agreements from allocated sites.
A689 Junction A (with A1185)	Signalisation of junction. Completed.	Stockton on Tees Borough Council	National Productivity and Infrastructure Fund and LTP provided payment for the scheme which has been delivered.
A689 Junction B (Wynyard Services)	Signalisation of junction.	Either: • Land-owners and developers via section 278	Anticipated funding provided through section 106 from planning permissions for Hartlepool South Western Extension.

Infrastructure		Delivery Organisation	Delivery Mechanism
A689 Junction C (with Wynyard Avenue)	Signalisation of junction to be completed before the occupation of the 700th dwelling of 1,100 minded for approval in 2014 and subsequent consents. Frontloaded delivery anticipated under draft Major Road Network (MRN) bid during 2022 / 23 ¹ .	agreement; or • Other bodies with forward funding by TfN with costs recouped from section 106 contributions.	S106 requires the developers to deliver the works themselves through a section 278 agreement to be entered in to as follows: • Wynyard Park - Junction C 500th dwelling; Junction D 200th Dwelling; Junction E 800th dwelling. • Wynyard Village - Junction C 225th dwelling; Junction D 90th dwelling; and Junction E 365th dwelling.
A689 Junction D (with Hanzard Drive / The Wynd)	Signalisation of junction to be completed before the occupation of the 400th dwelling of 1,100 minded for approval in 2014 and subsequent consents. Frontloaded delivery anticipated under draft MRN bid during 2023 / 24.		Alternatively, should the Council(s) commence the work, contribute to the delivery of this infrastructure. Each party should reimburse 50% of the costs of these works in the following instalments • Wynyard Park: 1/6th of cost at 400 dwellings; 1/6th at 700 dwellings; 50% of remaining balance at 1,000 dwellings. • Wynyard Village: 1/6 of cost at 180 dwellings; 1/6th at 315 dwellings; 50% of remaining balance at 450 dwellings.
A689 Junction E (with The Meadows / The Wynd)	Signalisation of junction to be completed before the occupation of the 1,000th dwelling of 1,100 minded for approval in 2014 and subsequent consents. Frontloaded delivery anticipated under draft MRN bid during 2021 / 22.		There is potential for external funding to frontload infrastructure / deliver as a single intervention.
Wynyard Park, Hanzard Drive	Reinforcement of Hanzard Drive at crossing of High-Pressure Gas Pipe Line.	Unlikely to be required but ATC to be installed to monitor traffic volumes	Identified in Section 106 agreement for historic spine road permission (08/1410/FUL) which required upgrade at 2,000 vehicle movements per hour. Unlikely to be required from development in masterplan. ATC (Automatic Traffic Counters) to be put in place towards the back end of the plan period, to confirm this, which are to be included with the s38 works for the spine road linking Hanzard Drive (Stockton on Tees Borough) to The Meadows (Hartlepool Borough).
Wynyard Shuttle Bus	Shuttle Bus service linking Wynyard Park / Wynyard Village to Billingham District Centre / Train Station.	Wynyard Park Limited	Bus service operational from 2015, since occupation of first dwelling under 14/2993/EIS, and committed for five years. Future planning permissions at Wynyard Park to secure continuation of bus service for an extended period beyond initial five-years.
Strategic Cycleways / Footways			
A689 Footway / Cycleway Bridge, South of Lion Court at Wynyard Park	Cycleway / Footway bridge over A689 within Stockton on Tees Borough.	Either: • Land-owners and developers via section 278 agreement; • Forward funded by TVCA and or TfN with costs recouped from section 106 contributions.	Developer contributions from Wynyard Park and Wynyard Village. Contribution by 200th dwelling or 2 years from commencement of development. Payment = 50% of actual costs or £500k (whichever is greater)
East of Wynyard Village - Wynyard to Billingham cycleway	Cycleway / Footway bridge over A689 within Stockton on Tees Borough.	Either: • Land-owners and developers via section 278 agreement; or • Other bodies through section 106 agreements of with forward funding by TfN with costs recouped from section 106 contributions.	Developer contributions from Wynyard Park and Wynyard Village. Contribution of £250k by 10th Dwelling on WV and 10th dwelling on WP (SBC sites) outside of the approved 240 (14/2993/EIS). Barratt Homes contribution from application 14/3308/FUL (£120k) to be used if costs exceed £500k.
East to West / Footway Cycleway	<u>West of the A19 / Wynyard Park & Wynyard Business Park</u> • Part 1: Wynyard Park to Wynyard Business Park Link - connection from Wynyard Park to Wynyard Business Park and provision of infrastructure within Wynyard Business Park. Masterplan includes long term aspiration for direct link to be delivered through woodland, which is outside control of developers.	Either: • Land-owners and developers via section 278 agreement; or • Other bodies through section 106 agreements of with forward funding by TfN with costs recouped from section 106 contributions.	Section 106 planning obligations secured through residential planning permissions. Route to be delivered in line with A19/A689 interchange improvements. Wolviston to Hartlepool foot / cycleway to be funded by other development outside of this masterplan and / or other funding streams. The framework plan identifies a route through an area of woodland that is in third party ownership. Land for this route is outside of the control of land owners proposing development, developers and the councils. The route could provide a direct attractive west to east route and remains a long-term aspiration.

¹ Should the Major Road Network bid not progress, infrastructure will be delivered in line with agreed section 106 triggers or through alternative funding regimes.

Infrastructure		Delivery Organisation	Delivery Mechanism
	<ul style="list-style-type: none"> Part 2: Wynyard Business Park to A19/A689 Interchange - connection from Wynyard Business Park development to the A19/A689 Interchange 		
	<p><u>A19/A689 Interchange</u> Proposed pedestrian overbridge north of the junction to facilitate widening of junction.</p> <p><u>East of the A19</u></p> <ul style="list-style-type: none"> Wynyard Services - Widening of section of adopted footway to create combined Cycleway / Footway between pedestrian crossing and A19. Wolviston to Hartlepool - Foot / Cycleway along A689 from Wolviston to Hartlepool Town Centre delivered through a phased programme of works linked to a variety of developments and funding streams. 		
Other Infrastructure			
Surface Water Drainage Strategy	Document clearly setting out strategic approach to delivery of SUDs across the Wynyard area. Implementation of strategy to ensure effective infrastructure.	Land-owners and developer through submission of and implementation of strategy.	Submission of strategy to support planning applications and implementation in line with conditions and section 106 agreements. Delivery and maintenance of Sustainable Urban Drainage scheme to meet identified standards.
Wynyard Park Design Code	Document setting out key design principles for the Wynyard Park area	Landowner through submission of design code and implementation. Developers through implementation of design code Local Authorities through application of design code.	Before the approval of any planning applications a design code will be agreed. Any subsequent planning application must be in accordance with the design code.
Wynyard Park Habitat Management Plan and associated enhancements	Submission of a comprehensive plan which determines the compensatory measures which may be necessary to secure a net enhancement to the biodiversity of the area as a result of development. Implementation of the measures set out in the plan.	Land-owners and developers through implementation of on-site works and section 106 agreements	Submission of a site wide plan before approval of any applications. Planning conditions and S106 planning obligations. Delivery of on-site ecological improvements or where necessary off-site provision.

Appendix 2 Infrastructure Delivery Schedule

Name / Location	2018/19 Y0	2019/20 Y1	2020/21 Y2	2021/22 Y3	2022/23 Y4	2023/24 Y5	2024-29 Y6- Y10	2029-34 Y11-15	2034+ Y16+
Education Facilities									
Wynyard Primary Development & Car Park Extension (SBC)									
Wynyard Park Primary School Provision (HBC)									
Secondary School Provision									
Community Facilities									
Wynyard Village Local Centre									
Wynyard Park Local Centre									
Wynyard Park Public House and Convenience Facility									
Wynyard Health Facilities									
Community Centre									
Sports Hub									
Green Infrastructure									
Wynyard Park Green Corridor (HBC)									
Wynyard Park Amenity Open Space (SBC)									
Wynyard Village Amenity Space									
Play Facilities									
Connections to Castle Eden Walkway									
Woodland Footpath Connections									
Highway Works									
Wynyard Park Primary Arterial Road									
Wynyard Village Primary Boulevard Street									
Widening A19 Carriageway between A689 and A1027									
Improvements to A19/A689 Interchange									
Improvements to A689 Junction A (A1185)									
Improvements to A689 Junction B (Wynyard Services)									
Improvements to A689 Junction C (Wynyard Avenue)									
Improvements to A689 Junction D (Hanzard Drive / The Wynd)									
Improvements to A689 Junction E (The Meadows / The Wynd)									
Reinforcement of Hanzard Drive in proximity to gas pipeline									
Wynyard Shuttle Bus									
Pedestrian and Cycle Connections									
A689 Footway/Cycleway Bridge									
East to West Footway / Cycleway									
Cycle link from A689 overbridge to Wolviston Road									
Other Infrastructure									
Surface Water Drainage Strategy									
Wynyard Park Design Code									
Wynyard Park Habitat Management Plan									



Stockton-on-Tees
BOROUGH COUNCIL

HARTLEPOOL
BOROUGH COUNCIL

The image shows two logos side-by-side on a white background. The logo on the left is for Stockton-on-Tees Borough Council, featuring a stylized blue wave icon above the text 'Stockton-on-Tees' and 'BOROUGH COUNCIL'. The logo on the right is for Hartlepool Borough Council, featuring a green shield with a white stag and a blue banner above the text 'HARTLEPOOL' and 'BOROUGH COUNCIL'.