



# **Hemlington North Draft Development Brief**

## **January 2020**

## Introduction

1. Land at Hemlington North is considered appropriate for approximately 25-30 affordable residential dwellings. The purpose of this brief is to set out the design and development expectations alongside planning requirements for its residential development.

## Site description

2. Prominently located at the junction of Stainton Way and the B1365 on the fringes of urban Middlesbrough the site totals approximately 0.7 hectares in size and is predominantly laid to grass. The site constitutes the north eastern most tip of the wider, Hemlington Grange site, which is identified in the Middlesbrough Housing Local Plan (November 2014) as a strategic urban extension (comprising 1230 houses and 8Ha of employment land).
3. Immediately to the north of the site is Stainton Way and the existing residential community of Hemlington beyond. To the east is Hemlington Village Road, providing access to the site, with the B1365 road to Stokesley beyond. To the south is the Gables Inn public house and associated car park and to the west is a private residential dwelling. The eastern, southern and western site boundaries are edged by remnant field boundary hedging interspersed by trees. A watercourse runs along the western boundary. The northern boundary is entirely open to Stainton Way.
4. With sole vehicular access to the site to be provided from Hemlington Village Road the approach is through a mature semi-rural setting further emphasised by several large trees at the entrance.



5. The site slopes gently from south to north. There are currently no buildings on the site and the site has not previously been developed.

### Relevant Planning Policies

6. The policy framework for the site is set by:
  - Housing Local Plan (2014);
  - LDF Core Strategy (2008); and,
  - Urban Design SPD (2013)

The site sits in the north eastern corner of the H7 and H23 Hemlington Grange allocation, identified in the Housing Local Plan for residential development. The full text of the above planning documents is available on the Council's website [www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy](http://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy). National planning policy and guidance should also be taken into consideration in the preparation of development proposals.

Policy H23 states that apartments will not be permitted within the Hemlington Grange development. The Policy restriction on apartments may be relaxed on the North Hemlington site in order to deliver additional affordable housing and to ensure a strong high quality design concept is achieved on the site; both of which will be material planning considerations in the determination of a planning application.

### Site context Plan



## Design and Development Expectations

### Design Principles:

7. Two key design principles are considered important to a successful development:

- **Retaining the green edges** – the boundary hedgerow to the south, west and east (partial) of the site provide a semi-rural character, a sense of enclosure and level of privacy which should be maintained. Furthermore, they represent potentially important components of a network of green ecological corridors anticipated for the wider Hemlington Grange development.
- **Creating a green interior space** – creating a strong edge to Stainton Way will ensure the interior of the site is shielded from traffic noise and can be designed as a peaceful green open amenity space for residents. The green centre provides an opportunity to incorporate a soft SUDS scheme, such as a rain garden/detention basin.

8. In accordance with Core Strategy Policy CS5, all development proposals within Middlesbrough are required to demonstrate a high quality of design in terms of layout, form and contribution to the character and appearance of the area. The following site specific design guidance applies.

### Key Design Principles Plan



## Access

9. Vehicular access to the site will be solely from Hemlington Village Road i.e. the spur that runs in a northerly direction to the front of the Gables Inn Public House. The internal road layout should have regard to potential pedestrian connections into the site at the south western and north eastern corners.
10. The site does not currently benefit from pedestrian/cycle paths links to local facilities. Pedestrian connectivity between the site and existing facilities to the North side of Stainton Way should be provided to improve accessibility. These facilities will consist of a signalised crossing in the form of a Toucan crossing, together with associated linking footway/cycleways, dropped kerbs and tactile paving.
11. The site should seek to integrate to wider infrastructure being delivered by the adjacent Hemlington Grange development to ensure wider connectivity and access to local facilities and public transport.

## Housing mix and type

12. Housing Local Plan Policy H23 seeks a mix of high quality medium to low-density three and four bedroom detached and semi-detached houses across the wider Hemlington Grange urban extension. Given the sites prominent location and urban fringe setting, North Hemlington is, however, considered appropriate for medium density affordable terrace and semi-detached houses.



Affordable housing example: Urban 180, West Bromwich

13. The Council would also accept a well-designed low-rise (maximum four storeys / five storeys into roof space) 'marker' apartment building on the north east corner of the site fronting the Stainton Way/B1365 roundabout junction.
14. The whole of the site is to be developed for affordable/social rented housing.

### Hemlington North Indicative Layout Plan

#### Housing layout

15. An indicative layout is provided opposite. The layout has been informed by the following design expectations:
- Dwellings are to be arranged broadly as a perimeter block with the primary frontage of dwellings facing the community garden in the centre of the site;
  - Due to the proximity of the northern boundary of the site to Stainton Way, it is not considered appropriate for dwellings to front onto this road. It may, however, be appropriate if any are proposed in the scheme, for an apartment block to front the north east corner of the site at Stainton Way/B1365.
  - Consideration should be given to a strong boundary treatment on this northern boundary which assists in mitigating road noise with the site.
  - Development along the western and southern boundaries should have rear gardens/backs to the site boundary maintaining a 21m privacy distance from principal room windows of adjacent existing properties;
  - A central green open space should be introduced that offers amenity value, incorporates a rain garden, and provides an attractive outlook for the housing.
  - The existing field boundary hedgerow and trees should be retained as far as is possible creating rear garden boundary conditions for associated houses.



- g. General privacy and spacing standards (i.e. a minimum unobstructed distance of 21 m between principal room windows which face each other and 14m between principal room windows where buildings are single storey) apply but can be relaxed where it can be demonstrated that privacy is not compromised; and,
- h. The principle of 'Secured by Design' should be applied to the layout and final streetscape design.

### **Building Design**

- 16. High quality design is expected across the site, incorporating quality materials and architecture. Contemporary architectural design would be supported.
- 17. Building heights should be generally restricted to 3 storeys, however, if apartments are proposed, a maximum four storeys (five into roof space) is considered acceptable to the north east creating a strong corner marker building(s).
- 18. Variety is sought across the site in terms of house design with different architectural devices (e.g. contrasting roof profiles, materials and façade designs etc) used to add interest.
- 19. Variable building lines are encouraged along a street to add visual interest. Away from the Stainton Road frontage a maximum 6m building setback from back of pavement applies. Public and private spaces should



be well designed and defined possibly to include high quality boundary planting, fencing or walls (to a maximum 0.8m in height).

20. Where the rear gardens of dwellings on the northern and eastern part of the site face inwards carefully designed high quality boundary treatment is required to ensure a pleasant outlook for occupiers of adjacent dwellings and to ensure that the elevation does not become a dead frontage used solely for car parking.
21. The scale and width of dwellings along a run of terraces should vary to create visual interest and rhythm. The same house type design should be used in a continuous run of no more than 5 units.

#### **Street Design**

22. The street serving the residential dwellings within the site should be an at grade (no kerbs) shared space layout, designed to create a sense of place with vehicular traffic given lower priority than pedestrians and cyclists. Careful consideration should be given to materials and associated features to ensure that psychologically car dominance is not reinforced and to restrict car parking to managed areas only. Prospective developers are encouraged to discuss the above matter with the Council's Transport Development Engineer.
23. It is likely that due to the scale of development and number of units served that the Local Highway Authority will be seeking adoption of the internal highway layout as publicly maintainable highway. As such the construction of the internal highway areas should be capable of adoption and follow the specifications as set out in the Tees Valley Design Guide and Specifications (December 2008). Vehicle swept path analysis will be required to demonstrate that suitable refuse and emergency access can

be provided and that such vehicles can negotiate the internal layout. Adoption is likely to take place through Agreement under the Highways Act 1980. Advice regarding the process and charges incurred can be provided from the Council's Transport Development Engineer.

### **Landscape Design**

24. The semi-rural character provides a cue for a landscape strategy with the existing boundary hedgerow and trees to be retained wherever possible maintaining soft green edges. The Stainton Way built edge should be softened with the planting of semi mature trees within front gardens/the communal strip at regular (every third house) intervals.
  
25. The central open space would not be adopted by Middlesbrough Council but should rest with a management company. It should be designed to optimise usage with grassed lawn areas, shade and seating where possible, as well as incorporating SUDS.

### **Parking and storage**

26. Sufficient parking provision should be provided having regard to expected levels of car ownership. The Tees Valley Design Guide and Specifications (December 2008), which can be viewed at [www.middlesbrough.gov.uk](http://www.middlesbrough.gov.uk) act as a starting point for discussion with the Council.
  
27. The impact that parked cars have on the street scene should be minimised. To achieve this:
  - a. in-curtilage private parking to the front of a dwelling should be minimised It is preferable that additional parking spaces are located to the side of properties or integrated as garages/car ports creating tandem parking solutions.

- b. in-curtilage private parking to the rear of properties fronting Stainton Way is considered acceptable but parking pads should be a maximum 6m long and 3.6m wide. Boundary treatments of these areas will be critical to avoid the creation of blank elevations and a lack of natural surveillance which is poor design and will lead to the potential for crime and anti-social behaviour.
  - c. Private dedicated parking entirely to the front should ideally only be introduced when treated as part of the street design. A minimum 2m wide public footpath should ideally separate this parking from the property boundary.
28. To be counted as a parking space a garage should have an internal minimum size of 6m x 3m. Garage doors should be set back from the primary frontage building line by a minimum 0.5 meters and should account for no more than 50% of a houses street frontage, reducing the impact of garages on the overall street scene.
29. Streets should be designed to accommodate some managed on-street visitor/casual caller parking. Such facilities can take a number of forms and should be considered as part of the design approach to the scheme. Managed areas of parking can assist as traffic calming features and should be integrated within a landscaping scheme to avoid having a detrimental impact on the streetscene. One visitor space per 5 dwelling houses is considered appropriate.
30. Every dwelling should provide dedicated enclosed storage for push bikes (0.5m by 1.8m per bike and an anchoring point). Where apartments are proposed the cycle parking should be within the building footprint and provide Sheffield stands or two tier Josta racks if space is limited.

31. Every dwelling should have a dedicated location for bin storage which is not visible from the street. Appropriately designed and concealed communal bin stores will be supported.
32. Driveways should be formed from permeable surfaces or block pavers – stone chippings are not acceptable.

#### **Flood prevention/Sustainable Urban Drainage**

33. A Flood Risk Assessment / Drainage Strategy should accompany any planning application. Surface water drainage will be limited to greenfield run off rates.
34. Across the site opportunities for incorporating SUDS devices should be explored with particular consideration given to the incorporation of swales within grass verges, and a rain garden/detention basin within the central open space area and in plot grey water recycling and rainwater water butts. Developers should have regard to the requirements of the Tees Valley Local Standards for Sustainable Drainage available at: <https://www.middlesbrough.gov.uk/open-data-foi-and-have-your-say/open-data-and-policies/strategies-performance-plans-and-policies>

#### **Design information requirements at tender stage**

35. A design statement, containing written and illustrative material, will be required for consideration by the Council at tender stage:
  - Design content – site analysis and development objectives;
  - Design principles – how the site and context informs the design solution; and
  - Design solution – the design concepts with detail on how the response meets the design and development brief.

### **Planning application requirements**

36. The Council will provide the successful bidder with a list of required documents that will need to form part of any planning application to develop the site. This list will include the following:

- Design and Access Statement
- Planning Statement
- Community consultation statement
- Flood Risk Assessment / Drainage Strategy
- Ecological Survey
- Site Investigation
- Archaeological desk based survey
- Transport Assessment
- Landscape Strategy
- Shading study

37. The illustrations in this document are indicative only and are provided without prejudice to the determination of any subsequent planning application.

### **Design Review**

38. Middlesbrough Council reserves the right to present the scheme for independent design review.

### **Development Contributions**

39. The following contributions will be required:

- s278 and s38 agreement for highway improvements;
- s106 agreement to ensure that the dwellings remain affordable;

- s106 agreement that the first occupiers of each dwelling will be offered the choice of either:
  - a. a bus pass to the maximum value of £250 (e.g. a 3 month Smartzone Teesrider bus pass); or,
  - b. cycle / cycle accessories to the maximum value of £250.

## Contacts

Planning Policy  
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### Other useful contacts

Environmental Health - 01642 728240

Development Control - 01642 729377

Building Control - 01642 729375

Transport Development Engineer - 01642 728645