

LADGATE LANE DEVELOPMENT SITE

DRAFT DEVELOPMENT GUIDANCE



March 2012

INTRODUCTION

1. This site provides a unique opportunity to develop a high quality, development in a green and attractive setting within urban Middlesbrough. The site is excellently positioned in relation to transport links, both internally to Middlesbrough and to the wider region via road and the neighbouring Marton Rail Station.
2. Situated between Stewart Park the towns main 'country park' and Prissick Sports Base, the site forms a connected element of the green network that runs throughout the borough, from the Tees in the north down to Yorkshire. The setting provides the ideal situation for an aspirational, high quality development with all the advantages and connections of urban living in a green and leafy setting.
3. The site on the southern edge of the Prissick Masterplan area and is identified in the Regeneration DPD (Policy REG18) as being appropriate for residential development. The overall vision for the Prissick masterplan area is a sport and leisure village providing a range of high quality indoor and outdoor facilities, with two complementary areas allocated for housing development. (The current indicative masterplan is shown in Appendix 1).
4. This will be realised through:
 - a. a sports village, building on existing facilities, mixing public and private provision with integrated management arrangements;
 - b. a central unified hub with changing, parking, social and retail facilities;
 - c. sympathetic and high quality new housing developments;
 - d. new junction access from Ladgate Lane serving Prissick and a relief road for James Cook University Hospital thus reducing traffic pressure on Marton Road; and,
 - e. an accessible high quality landscape setting.
5. As one of the largest sports destinations and open spaces in Middlesbrough, Prissick presents an opportunity to significantly improve the quality of Prissick's natural environment and improve the health and well being of the local community through the creation of attractive and well-managed informal open space. In line with this, the masterplan area maximises potential linkages to the surrounding green areas, improving connections with existing footpaths and cycleways and strengthening links with Stewart Park. In addition it will perform important functions for nature conservation and the health agenda in the town.

SITE & SURROUNDINGS

Figure 1 : Site Location

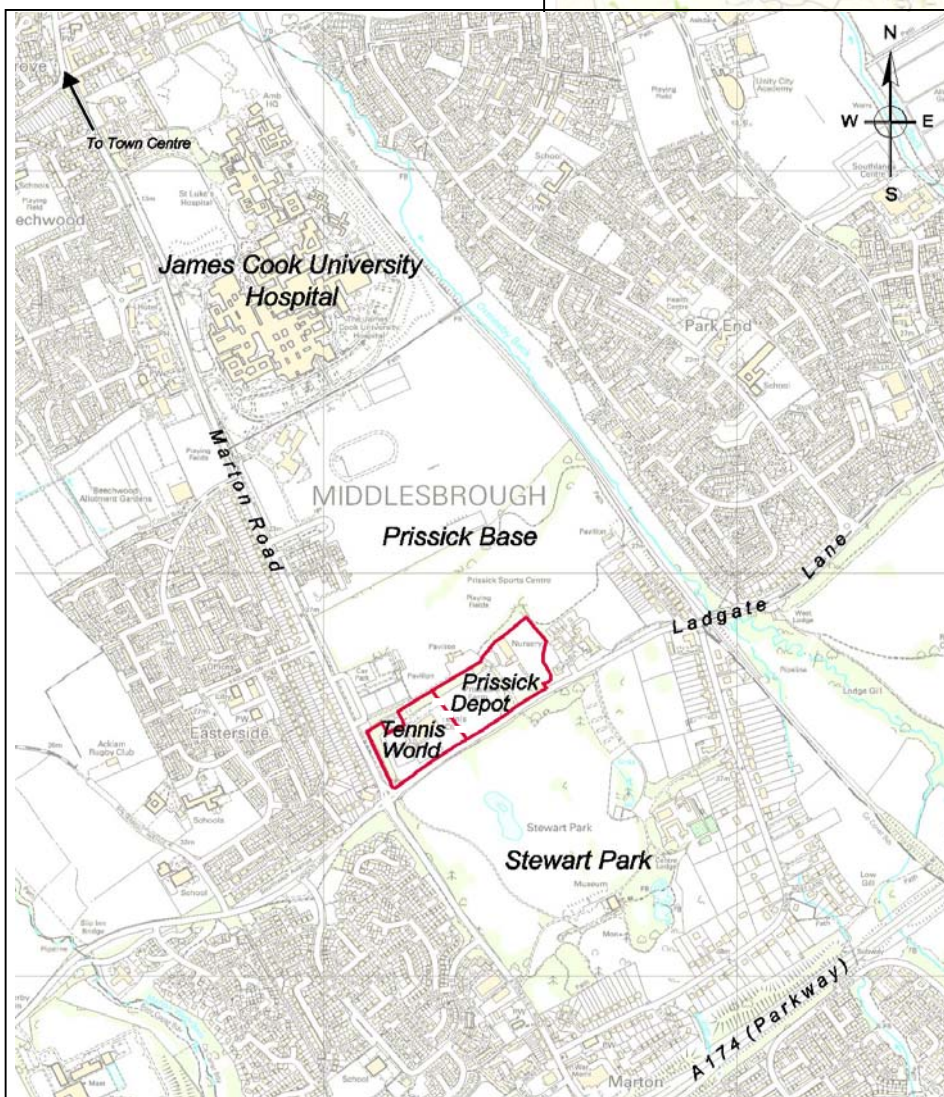
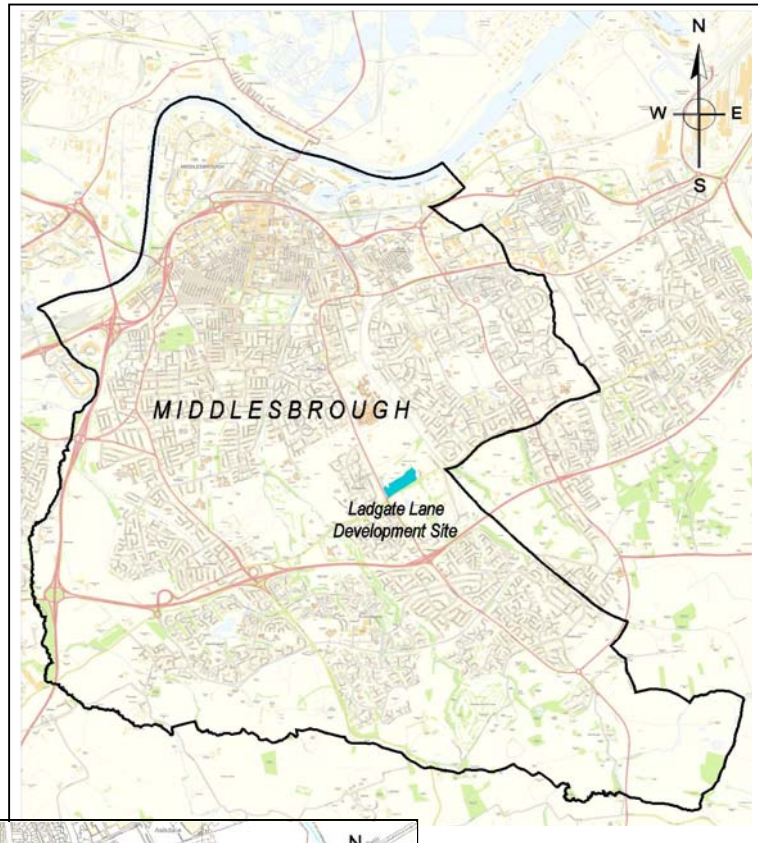


Figure 2 : Site Context

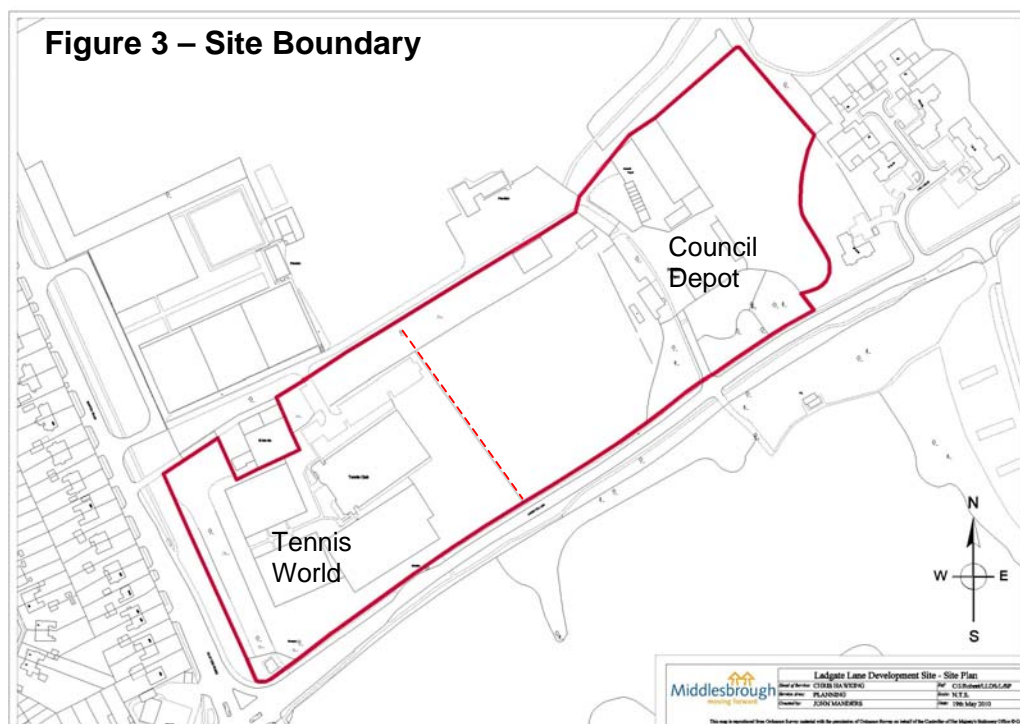
6. The site is exceptionally well served by a range of facilities, including the nearby James Cook University Hospital to the north, and at just over 3 miles to the town centre the site is accessible via frequent public transport services (both Marton Road and Ladgate Lane are major bus routes) and a comprehensive network of cycleways and footpaths.
7. The site is adjacent to existing desirable and attractive residential properties to the east at The Ladle and Marton Avenue, and the larger neighbourhood slightly further afield to the west of Marton Road of Easterside.
8. As a prospective high quality, family orientated residential development, there are a number of high standard schools in close proximity to the site.

PLANNING POLICY FRAMEWORK

9. There are a number of policies that are relevant to the future development of the site, including the wider Prissick Masterplan in the Council's LDF Core Strategy and Regeneration DPD including, but not limited to CS4, CS5, CS9, CS11, CS14, CS17, DC1, REG18, REG30.

Site Description & Context

10. The total site is 7.1 hectares (ha), currently split in to two uses: The Council depot site measures (4.29ha); and, the Tennis World site (2.83ha). The site boundary is shown in Figure 3.



11. The site contains a number of mature tree belts along the site boundary that provide a degree of screening from the adjacent housing areas and roads.
12. The depot site is Council owned and will be vacated in early 2012. The depot occupies former farm buildings that do not make a positive visual impact within their setting. It is therefore not proposed to retain any of these buildings.



Figure 4 – Prissick Depot

13. The Tennis World site includes four indoor and ten outdoor tennis courts, as well as a private car park. There is an electricity sub-station adjacent to the west of the car park, which is not included in the development site.



Figure 5 – Tennis World Building (main entrance)

14. Tennis World have a long-term lease on the site, from the Council freehold with 116 years remaining. It has been identified that an alternative facility will be re-provided as part of the Sports Village masterplan development on the Prissick base. The Tennis World building does little to enhance the character of the site and its surroundings and as facilities will be re-provided these buildings are not proposed for retention.

Planning History

15. There are no recent planning applications that are relevant to the future development of the site.

ACCEPTABLE LAND USES

16. The site is currently allocated within the Council's Local Development Framework for housing development with the potential to accommodate 200 residential units. However, whilst residential is envisaged as the primary land use, other compatible uses may be

considered providing they are appropriately integrated in to the scheme, of sufficient quality and give a similar or greater financial return. Other uses may include B1 office, care home, leisure, health etc.

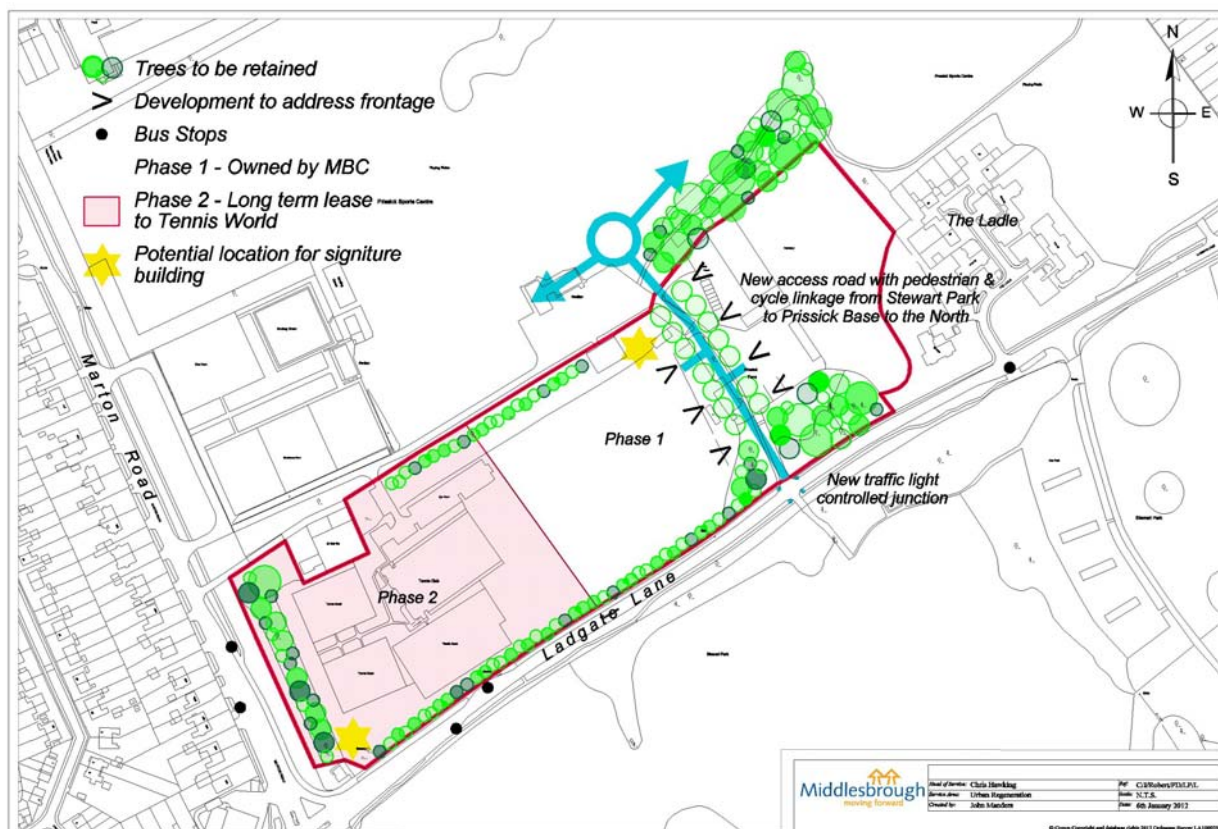
Access

17. The depot is located off Ladgate Lane (B1380) and the entire site can be accessed from here. Additionally, at present Tennis World can currently be accessed from Marton Road (via the main Prissick Base entrance). This access will not be retained to gain access to this development. The creation of any further access points will not be acceptable due to the busy nature of Ladgate Lane and the potential negative impact on traffic flow and highway safety.
18. There are a number of bus stops close to the site on Ladgate Lane and Marton Road that provide regular access to local shops and services, as well as the town centre. Funding has also been secured to turn Ladgate Lane into a designated bus 'super route' within the town. This will involve widening of Ladgate Lane.
19. Marton Railway Station lies to the east of the site, in the south east corner of Prissick Base. With daily services running from Whitby to the town centre. This line is also subject to an ongoing bid to secure funding for a Tees Valley Metro service.
20. The access arrangements for the site should be considered within the context of the wider access issues for the masterplan area. The proposed hospital relief road (as illustrated on the indicative masterplan, Appendix 1) will access the site off Ladgate Lane in the same location as the current access. A junction upgrade and widening of Ladgate Lane will be undertaken to accommodate the increase in traffic levels using this access.
21. The site itself will be accessed as illustrated in Appendix 2. The provision of a new signalised junction on Ladgate Lane, associated road widening, access road and a new roundabout will be a planning requirement of the site and condition of planning permission. These requirements will be implemented through a S278 /38 agreement and funded from the capital receipt via the capital program; with design contracts management by Middlesbrough Borough Council.
22. Provision must be made for internal road connections between the two phases of development, as there will be no additional access to the Tennis World site.

Design Requirements / Layout

23. In line with the principle of sustainable communities, any residential environment created should be: active, inclusive and safe; environmentally sensitive; well designed and built; well connected; and, well served.
24. Figure 6 shows the indicative design principles to be used in the development of the site. This includes areas of trees that need to be considered for retention (see Open Space & Landscaping), the access road corridor with associated green pedestrian and cycle links through the site, potential positions of signature buildings and the phasing split of the development.
25. For further design guidance please refer to the tender documentation.

Figure 6 - Site Development Principles



26. Any design for the site should incorporate a landscape plan illustrating:

- (a) how hard and soft landscaping is integrated within the site layout proposed; and,
- (b) how the site will link with the surrounding environment.

27. The tree cover on the site will inform the developable extent of the site. An initial tree survey will be required to inform the detailed design layout and a maintenance schedule for the site. In order to maximise the opportunity to incorporating the existing mature trees should be considered in order to best integrate the new development into the site, a tree management strategy that recognises the quality of the trees in this location, and identifies a standard for their management, should be agreed with the Council prior to any development commencing on the site.

28. Development will be set back from the main roads behind existing tree belts, creating screening from the busy roads and aid noise attenuation and maintaining the green and leafy outlook of the site.

Housing Mix & Type

- 29. The Council's objective for the site is to provide high quality middle/ upper market housing attractive to aspiring families and economically active in-migrating households.
- 30. It is anticipated that the 7.1ha site will have capacity for at least 200 dwellings. However, distinctive, high quality design will be the over-riding factor and so therefore dwelling capacity will be an outcome of developers' market research, dwelling mix and design approach.
- 31. Dwellings will be mainly detached, but with some semi-detached properties and the opportunity for high quality apartment blocks of a slightly larger scale to give signature

buildings at key locations. Building height is not constrained by surrounding development but it is anticipated that houses will be 2/3 storeys with apartment blocks up to 4 storeys.

32. Streets should be designed with a well-structured building layout. Any housing built should face onto the new internal site roads.
33. Internally, road layout and parking standards should be provided in full accordance with the Tees Valley Design Guide and Specifications (December 2008), which can be viewed at www.middlesbrough.gov.uk. This requires 2 parking spaces for each dwelling of 3 bedrooms or less, and 3 parking spaces for dwellings of 4 bedrooms and more. The above requirements include garage space where they meet the size thresholds set out in the Design Guide. All parking must be provided within the curtilage of the properties. The provision of parking courts is not encouraged.
34. A design statement, containing written and illustrative material, will be required at tender stage to show:
 - design content – site analysis and development objectives;
 - design principles – how the site and context informs the design solution, as well as how it integrates effectively with the surrounding sport and leisure uses; and,
 - design solution – the design concepts and how the proposal will make a positive contribution to its surroundings.

Open Space & Landscaping

35. The site is within an area of Middlesbrough that is characterised by green space and forms part of the attractive, green wedge connected from the north via Ormesby beck south to Stewarts Park, and to the west via Saltersgill playing fields across to Acklam Hall and south via Marton West Beck. The masterplan for Prissick seeks to retain this quality in order to provide an attractive setting for residential development both internal and external to the development, as well as offering increased opportunities for leisure and recreation for the future residents.
36. As the site is within the Prissick Masterplan area, the potential exists to establish green links between the site and the rest of the masterplan area. This will allow for greater interaction between residents and the current and future sports and leisure facilities at Prissick Base.
37. Due to its proximity to Stewart Park and Prissick Base, the Council will not be requiring any public open space within the site.

Developer Contributions

38. In line with Core Strategy Policy CS6, the Council will, where necessary to make a scheme acceptable in planning terms and where directly related to the proposed development, negotiate contributions towards the cost of providing infrastructure and of meeting social and environmental requirements. However, to assist with development the Council will not require any contributions on this site. Instead, deductions will be made by the Council from the total capital receipt received for the site for the following:
 - a. Affordable Housing: The Local Development Framework requires 15% affordable housing to be provided on site. On the basis of 200 unit site capacity this would give a requirement for 30 affordable units. However, on this site Council will look for this provision to be provided off site. The Council will therefore deduct 15% of the total capital receipt received for the site (up to a maximum of £2.25m) to provide affordable housing on alternative sites within Middlesbrough.

- b. Access: As already stated, the provision of a new signalised junction on Ladgate Lane, associated road widening, access road and a new roundabout will be a planning requirement of the site and condition of planning permission. This requirement will be implemented through a S278 agreement. Preliminary design work by Middlesbrough Borough Council estimates that the cost of these elements of the road will be in the order of £1.4m.

IMPLEMENTATION

Status and Role of the Development Brief

39. This brief has been prepared in order to provide specific guidance in relation to the preparation of a full planning application for development of the site.
40. This document provides guidance for developers with regard to the key issues that the Council consider will affect the future development of the site. Any proposal for development of the site should be in compliance with the brief unless it can be demonstrated that there are other material planning considerations that allow some variation from the guidance.
41. The site should also be considered alongside the wider proposals for Prissick, which provides details of the context of the site.

Phasing

42. Before any buildings are sold on site, the Council will expect the provision of the access road from and including the junction on Ladgate Lane with associated road widening through the site, as illustrated on Appendix 2 to be completed. The Council will liaise with, and provide the initial designs and associated technical studies associated with the road to the successful developer. Following this the developer will work up the detailed design of the road and associated environmental corridor in order for the Council to tender and manage the construction. This will allow the remainder of the road, to the proposed sports village, James Cook University Hospital and potential housing sites to the north of Prissick base (former Ashdale PRU & Brackenhoe sites) to be built out.
43. It is anticipated that the site will be built out in two stages. This will reflect the timetable for re-provision and vacation of the Tennis World element of the site and enable the early commencement of development on the eastern section of the site. Development of phase one will therefore make provision for access to the second phase in the design and build of the internal infrastructure.

OTHER CONSIDERATIONS

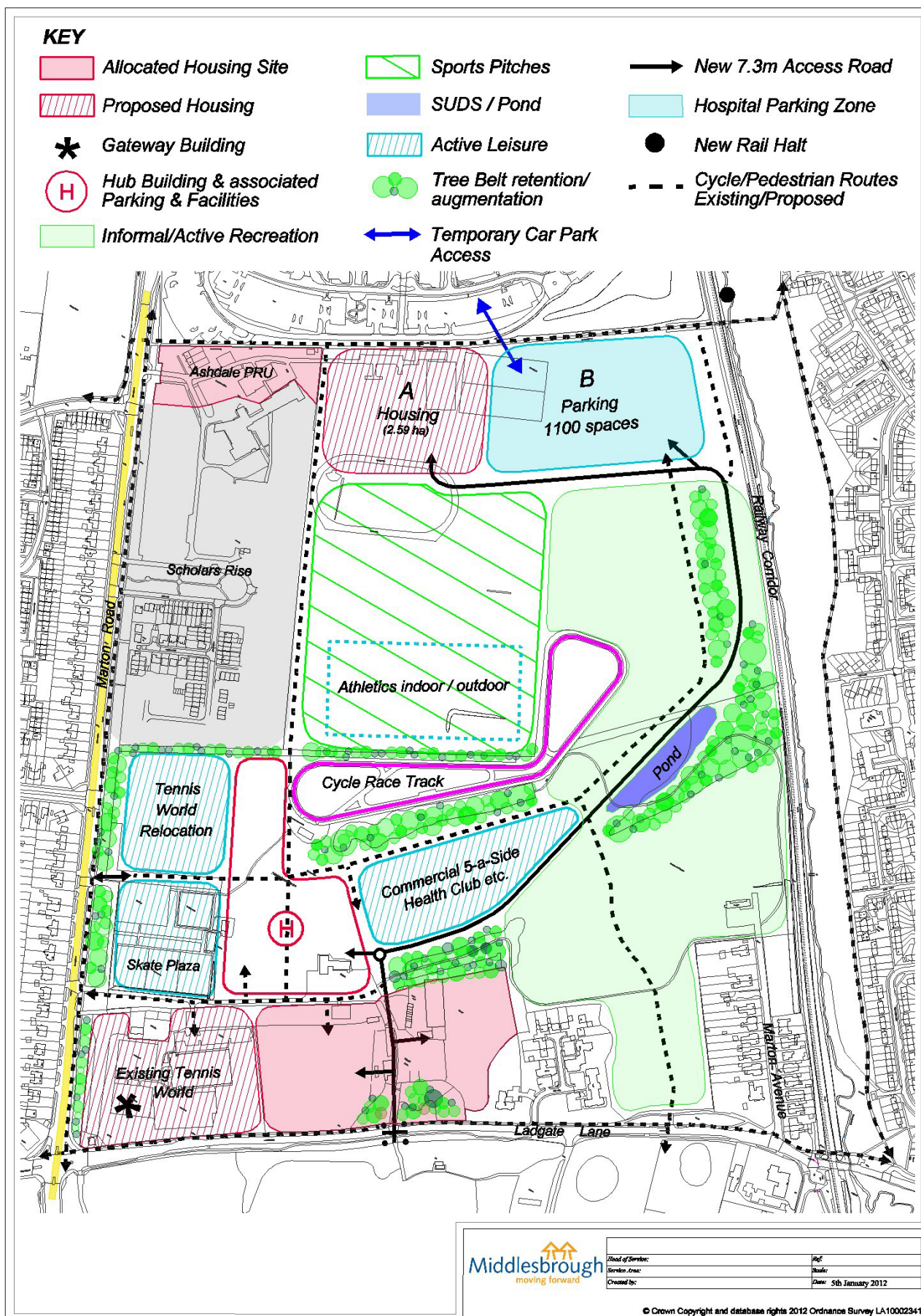
Flooding & Remediation

44. Part of the site is within Flood Zone 3, which is categorised as being land with a high probability of flooding. PPS25 states that a development proposal in Flood Zone 3 should be accompanied by a site specific Flood Risk Assessment (FRA) and this will be required as part of any planning application for residential development on the site. Developers should enter into early discussions with the Environment Agency to decide upon the scope of the assessment that is necessary.
45. PPS25 states the requirement that flood risk to and from new development should be reduced through location, layout and design, incorporating Sustainable Drainage Systems (SUDS). As such, PPS25 requires that appropriate surface water drainage arrangements are put in place in new developments to both reduce the risk of the site flooding directly,

as well as ensuring that the risk of an increase in flooding to others is kept to a minimum. Development on the site should comply with this requirement. The successful bidder will be provided with a drainage study carried out as part of the initial design of the JCUH relief road.

46. Some remediation works may be required, but a full Envirocheck report will be made available to the successful developer.

APPENDIX 1 – Indicative masterplan



Head of Services:	Ref:
Service Area:	Scale:
Created by:	Date: 5th January 2012

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APPENDIX 2 – ACCESS ROAD

