

**HEMLINGTON GRANGE SOUTH
DEVELOPMENT BRIEF
October 2020**



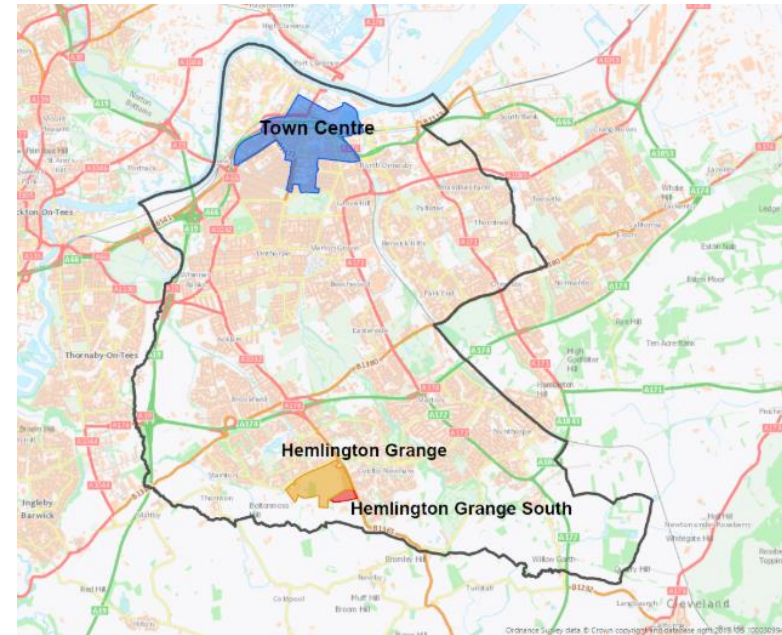
Introduction

1. Land at Hemlington Grange South is considered appropriate for approximately 130 to 150 dwellings. This site yield is indicative only and is not intended as a minimum or maximum figure. The purpose of this brief is to set out the design and development expectations alongside planning requirements for the site's residential development.

Site description

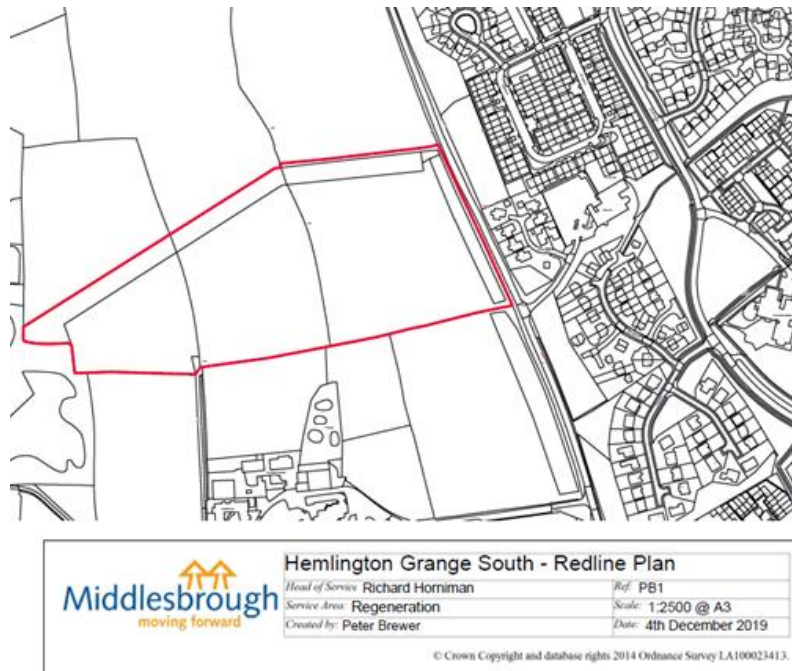
2. The 7.05 ha site is located towards the southern fringe of Middlesbrough. The site constitutes the south eastern most section of the wider Hemlington Grange site, which is allocated in the adopted Middlesbrough Housing Local Plan (November 2014) as a strategic urban extension comprising 1,230 dwellings and 8 ha of employment land. To date detailed planning permission has been granted for 655 dwellings of which over 200 have been built.
3. The Hemlington Grange South site is bounded by the wider Hemlington Grange housing allocation to the north, the B1365 to the east, open farmland to the south and a wooded copse to the west.
4. The site consists of three fields, covering approximately 5.8 ha, laid to pasture that slope gently from south to north. The remainder of the site along the northern, eastern and western boundaries are covered by a linear belt of trees. The southern boundary of the two fields closest to the B1365 is formed by field hedging with the third field enclosed by post and woven wire fencing. The three fields are divided from each other by field hedging, some of which is interspersed with trees.

Location plan



5. There are no buildings on the site. An 11 kV overhead electricity line cuts diagonally across the western most field and then runs along the southern boundary of the fields to the B1365. A high pressure gas pipeline runs parallel to the B1365 along the eastern boundary of the site, where the tree belt is located.
6. A watercourse runs along the southern boundary of the site and flows north along the hedge line that divides the two eastern most fields.

Site plan



Relevant Planning Policies

7. The relevant policy framework for the site is set by:
 - Middlesbrough Housing Local Plan (2014)
 - Middlesbrough Core Strategy (2008)
 - Middlesbrough Urban Design SPD (2013)
 - Tees Valley Minerals and Waste Core Strategy DPD (2011)
 - Tees Valley Minerals and Waste Policies and Sites DPD (2011)

Aerial view of site and the wider Hemlington Grange site (under construction)



8. Housing Local Plan Policies H7 and H23 allocate the site for residential development as part of the wider Hemlington Grange allocation. Policy H23 sets out key principles for the development of the wider site which are applicable to the Hemlington Grange South site.
9. The full text of the relevant policy documents is available on the Council's website 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.

Design and Development Expectations

Design Principles

10. Key design principles considered important to the successful development of the site are to:

- **Address the rural interface**

The southern boundary of the development will provide the outward looking face of the development. This part of the site benefits from attractive views across open countryside to the south and is visible from roads and footpaths to the south. Dwellings along this boundary are required to have primary frontages facing outwards onto the open countryside. Very high quality design is required along this frontage.

- **Retain the green edges**

The linear belt of trees along the northern, eastern and western boundaries provide the site with a rural feel and sense of enclosure that separates the site from the wider Hemlington Grange site. Other than to enable access links through, the green edges shall be maintained through retention of the linear tree belts. Dwellings adjacent to the green edges shall front onto these green edges.

- **Access the site by vehicles from Hemlington Grange only**

Vehicle access shall be from the Hemlington Grange site to the north only. Vehicle access up to the site boundary is to be provided as part of planning permission 18/0174/RES for phase II of the Hemlington Grange development, which is currently under construction.

Aerial view of site and prominent tree belt on northern boundary



- **Ensure permeability for pedestrians, cyclists and horse riders**

The site provides an opportunity to deliver a multi-user route for pedestrians, cyclists and horse riders that can connect into a wider network planned for south Middlesbrough. The principles of secured by design should be addressed when planning the permeability of the site. Excessive permeability should be avoided and the design should aspire to create easy access to fewer but high quality legible routes.

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

Access

12. Vehicle access shall be solely through the Hemlington Grange site to the north. No vehicular access will be permitted from the B1365. A clear layout and hierarchy of streets and corresponding boundary treatments, based on 'manual for streets' principles is required. The focus for the internal highway layout should be to create a sense of place over movement function, where appropriate.
13. The internal layout should seek to naturally restrain vehicular speeds to no more than 20mph using design measures such as changes in surfacing, alignment and variations in width rather than traditional engineered solutions.
14. A multi user route for pedestrians, cyclists and horse riders running east west should be incorporated into the development up to the boundaries of the site. This should consist of a tarmacked pedestrian and cycle path with a grassed strip alongside for horse riders, it should be lit, and built to adoptable standards. The total width of tarmac and grass should be at least 5m.
15. It is suggested that an appropriate location for the multi-user route would be along the southern boundary of the site, though the Council will consider other locations within the site where it can be demonstrated that this would result in high quality design and layout and would connect up with the planned wider multi-user route. The developer will be responsible for providing a crossing of the B1365 that links into the multi-user route. The developer is advised to budget for a signalised crossing appropriate for the intended users of the multi-user route.
16. The developer will also be responsible for providing a pedestrian and cyclepath link from the crossing of the B1365 through to Coulby Farm Way. The route shall run alongside the Mallards, south of Coulby Farm pub, and along the line of the existing pedestrian route to Coulby Farm Way. This link will enable future occupants to access services and facilities in Coulby Newham, including Rosewood Primary School and bus services on Coulby Farm Way.
17. North south pedestrian routes shall be provided within the site to integrate into existing/proposed routes on the wider Hemlington Grange site to the north and to enable access to the Lingfield Community farm shop and café to the south.

Housing mix and type

18. Housing Local Plan Policy H23 requires that the site should be developed for three and four bedroom detached and semi-detached houses.

Recent housing development in southern Middlesbrough



Recent housing development at Hemlington Grange



19. Policy H23 also requires that 15% of dwellings are affordable, to be provided as 5% on site along with a 10% financial contribution off-site. The 10% off-site financial contribution will be taken from the capital receipt for the land. Financial contributions may also be required for Education, Highways/Sustainability and Beck Improvements, which will also be deducted from the capital receipt.

Housing to the east of the Hemlington Grange South site



20. The Policy requires that Hemlington Grange South provides a neighbourhood of identifiable character. Variety is sought across the site in terms of house design with different architectural devices used to add interest. Either a contemporary or traditional architectural style would be appropriate, subject to high quality

design and materials that respects the site's setting. Building heights of up to 2.5 storeys are considered appropriate.

Residential and farm buildings to the south of the site at Larchfield Community fit with the rural landscape



Housing layout

21. The following design expectations shall inform the housing layout:
- dwellings adjacent to the boundaries of the site and adjacent to open space within the site shall face outwards;
 - there should be ample separation distance to mature landscaping to ensure it does not impact on light/amenity of the new properties;
 - development should maintain a 21 m privacy distance to all existing / approved dwellings;
 - general privacy and spacing standards (i.e. a minimum unobstructed distance of 21m between principal room windows which face each other and 14m between principal room windows where buildings are single storey) apply but may

be relaxed where it can be demonstrated that privacy is not compromised;

- the principle of 'secured by design' should be applied to the layout and final streetscape design;
- drives should not be located opposite junctions and dwellings opposite main junctions should seek to minimise hardstanding to the front to enhance the view;
- feature properties/corner turners are required in key/prominent locations to enhance the street scene and provide natural surveillance; and,
- Government space standards will be used to inform the assessment of the quality of the proposed development.

Street Design

22. 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. 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.

Parking and storage

23. Parking provision should be in full accordance with the Tees Valley Design Guide and Specifications, which can be viewed at <https://www.middlesbrough.gov.uk/parking-roads-and->

[footpaths/roads-and-highways/design-guide-and-specification](#) This requires 2 parking spaces for each dwelling of 3 bedrooms or less, and 3 parking spaces for dwellings of 4 bedrooms and more.

24. The impact that parked cars have on the street scene should be minimised. To achieve this 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.
25. Rear parking courtyards will not be allowed due to the lack of natural surveillance and the potential security issues that such layouts can give rise to.
26. 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 0.5m and should account for no more than 50% of a houses street frontage in order to reduce the impact of garages on the overall street scene.
27. 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 street scene. One visitor space per five dwelling houses is considered appropriate.
28. If any shared/private roads are proposed in the development an area to place bins on collection days adjacent to the adopted highway will be required.

29. Driveways should be formed from permeable surfaces or block pavers – stone chippings are not acceptable.

Landscape Design

30. The rural character of the site provides a cue for a landscape strategy with the existing boundary hedgerows and trees to be retained around the outside of the site other than where access routes through are required. Additional green corridors should be created through the site.
31. A Local Area for Play (LAP) shall be provided as an integral part of the overall design and landscape strategy for the site. The LAP shall be designed to provide a safe and secure play environment.
32. Where possible the two internal hedgerows that run in a north south direction should be incorporated within the landscape design. There are three prominent trees towards the south of the site that form part of the hedgerow that should be retained subject to being in good health.

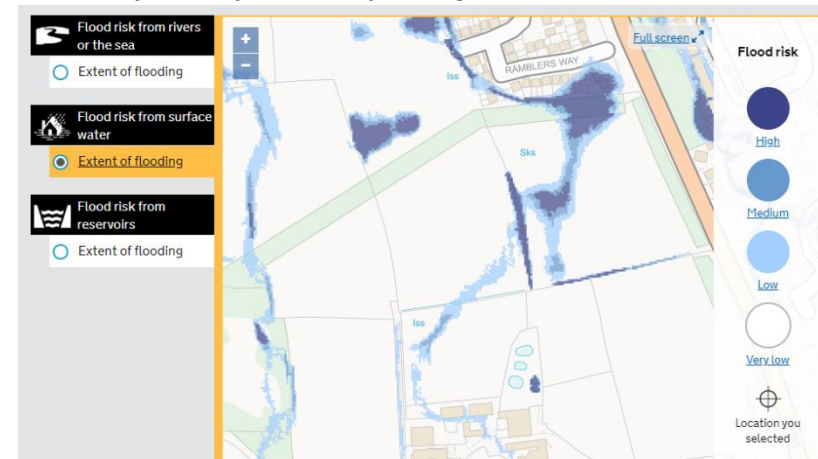
Prominent trees along the hedge line



Flood prevention/Sustainable Drainage

33. The site is identified by the Environment Agency's Flood Risk Maps as being at low risk of flooding from rivers or the sea (Flood Zone 1). Sections of the eastern part of the site are, however, subject to surface water flooding.

Flood risk from surface water flooding



Source: Environment Agency

34. A flood risk assessment and drainage strategy will be required as part of the planning application. This will need to demonstrate that surface water drainage will be limited to green field run off rates post development and will not increase risk of flooding elsewhere.
35. Across the site opportunities to incorporate SUDS devices should be explored. Developers should have regard to the requirements of the Tees Valley Local Standards for Sustainable Drainage available at

https://www.middlesbrough.gov.uk/sites/default/files/Tees-Valley-sustainable-drainage-Sept_2017.pdf

SUDS drainage pond at Grey Towers Village, Middlesbrough



Design information requirements at tender stage

36. The Council intends to seek outline planning permission prior to marketing the site.
37. At the tender stage a design statement, containing written and illustrative material, will be required for consideration by the Council setting out:
 - 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 development brief.

Full planning application requirements

38. Documents required as part of a full planning application will include the following:
 - Forms, Certificates, Site Location Plan & Fee
 - Detailed Plans & Elevations
 - Coloured Streetscenes
 - Parking Plan
 - Boundary Treatment Plan
 - Statement of Community Involvement – letter drop / Community event
 - Landscape details including management and maintenance
 - Design & Access Statement
 - Planning Statement
 - Transport Assessment / Statement (to be confirmed at time of application)
 - Draft Heads of Terms
 - Affordable Housing Statement - can be included within Planning Statement
 - Sustainability Appraisal - can be included within Planning Statement
 - Renewables Statement – details of 10% Renewables or fabric first approach.
 - Secured by Design Statement - can be included within Planning Statement
 - Communication infrastructure connectivity requirements' statement – can be included within the Planning Statement
 - Flood Risk Assessment & Drainage Strategy
 - Ecological Assessments
 - Phase 1 Contamination - may be dealt with as a condition if no

information is submitted

- Tree Survey & Arboricultural Implications Assessment
- Noise Assessment – Road traffic/commercial premises as appropriate.
- Air Quality Assessment – the applicant should provide an air quality assessment or justification within the Planning Statement as to why it is not necessary, using the guidance laid out in the Institute of Air Quality Management landuse planning and development control planning for air quality document updated in 2017.
- Phasing Plan
- Archaeological Desktop Assessment
- Waste Audit - Waste Management Scheme (disposal of waste materials)

Council Contacts

39.	Housing Growth	01642 729282
	Planning Policy	01642 729066
	Development Control	01642 729377
	Transport Development	01642 728645
	Flood Risk / SUDs	01642 728153