



Stockton-on-Tees
BOROUGH COUNCIL

Townscape Character Areas in Stockton-on- Tees Borough

May 2010

Local Development
Framework

Background Study

| | | |
|-----|---|----|
| 1.0 | Introduction | 3 |
| 1.1 | The Principle of a Special Townscape Character Area | 3 |
| 1.2 | Difference from a Conservation Area..... | 3 |
| 1.3 | The Need for Character Areas | 3 |
| 1.4 | Local and National Policy..... | 4 |
| 2.0 | Methodology..... | 6 |
| 3.0 | Special Townscape Character Area Assessments..... | 7 |
| 4.0 | Policy Recommendation..... | 9 |
| | APPENDIX 1..... | 11 |
| | Special Townscape Character Area Assessments | 11 |
| 1. | Oxbridge Lane | 12 |
| 2. | Yarm Road (North), Eaglescliffe..... | 16 |
| 3. | Yarm Road (South), Eaglescliffe..... | 22 |
| 1. | Junction Road..... | 27 |
| 5. | The Spital/Leven Road | 32 |
| 6. | Leven Road | 35 |
| 7. | Darlington Road..... | 40 |
| 8. | Yarm Road, Stockton..... | 44 |
| 9. | Thornaby Airfield | 48 |
| | APPENDIX 2..... | 52 |
| | Design Requirements for Backland and Infill Development | 52 |
| 1 | General design requirements..... | 53 |
| 2 | Detailed design requirements for backland development..... | 57 |
| 3 | Detailed design requirements for infill development..... | 60 |

1.0 Introduction

1.1 *The Principle of a Townscape Character Area*

There are a number of areas within the Borough that have a distinctive character and sense of place. These areas are those which are well established have a mature quality and identity that sets them apart from the rest of the urban environment and where the fabric of what has made them special has not been fundamentally eroded. At present there is no recognition or protection of their local distinctiveness.

The Townscape Character Areas vary in size owing to the diverse nature of development in Stockton. Generally these areas are of pre-war and inter-war housing characterised by large family houses and set in a spacious plots of mature gardens and specimen trees. Other areas have also been identified as having special character owing to their townscape character or unique historic character.

1.2 *Difference from a Conservation Area*

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, describes conservation areas as "...areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".

The Townscape Character Areas tend to have very specific identifiable character. These areas have been selected on account of their street pattern and/or presence of strong landscape elements that are of high environmental quality. However are not of enough special unique quality that would justify designation as a conservation area.

1.3 *The Need for Character Areas*

The character and distinctiveness of many areas within the Borough has been under pressure from inappropriate development in recent years. National planning policy for housing encouraged the intensification of housing development and in particular development on 'previously developed land'. It should be noted that the government has now removed private gardens from the definition of 'previously developed land', and removed the requirement upon local authorities to have regard to national minimum density for housing.

Demographic changes within the Borough towards a need for smaller households, can result in individual home owners becoming increasingly tempted to realise the potential value of their property through development of large plots of garden land (new dwellings alongside the original), subdivision

of dwellings, or the demolition of large detached housing and their replacement with higher density flatted development. The Council recognises that if a considered approach is not adopted then such developments can result in the loss of character or distinctiveness of an area. Redevelopment of this sort may also lead to the loss of local character and distinctiveness through the loss of individual buildings, disruption to the pattern of development and loss of trees and hedges.

The 'Conservation Areas and Historic Environment Folder SPD4 describes the rich variety of the borough's built heritage. Section 4 of the SPD continues... *'One may therefore get the impression that all the other areas in the Borough are somehow less important. This is not the case, as the Council wishes to protect its entire built heritage through positive management of change, which may include some sympathetic development'*. The purpose of Townscape Character Areas is to build upon this theme and note areas of importance worthy of protection.

1.4 Local and National Policy

The Core Strategy Development Plan Document provides the overarching development strategy for the borough. Core Strategy Policy CS8(3) outlines the policy considerations relating to housing densities including that in locations 'which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate'. The reasoned justification to this expands to identify that:

"Specific locations where development of a lower density than 30 dwellings per hectare may be appropriate will be identified through character assessment work the Council is undertaking and will be detailed in the Regeneration Development Plan Document."

(Core Strategy, Para 12.28)

PPS3 sets out the national planning policy framework for delivering the Government's housing objectives. PPS3 states that 'using land efficiently is a key consideration in planning for housing'; however alongside this it also discusses that:

"Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric. More intensive development is not always appropriate. However, when well designed and built in the right location, it can enhance the character and quality of an area. Successful intensification need not mean high rise development or low quality accommodation with inappropriate space. Similarly, in Conservation Areas and other local areas of special character where, if proper attention is paid to achieving good design, new development opportunities can be taken without adverse impacts on their character and appearance."

(Planning Policy Statement 3: Housing, Para 49)

The aim of this document is therefore to 'facilitate good design by identifying the distinctive features that define the character of a particular local area' and note those areas where 'more intensive development is not appropriate'.

2.0 Methodology

There is no specific published 'best practice' guidance on townscape character assessment. Owing to this the assessment of the Townscape Character Areas has been based on the 'suggested format for a conservation area appraisal' as set out in the English Heritage: 'Guidance on conservation area appraisals'.

The assessment of each area has been based on:

- Analysing Ordnance Survey Maps
- Analysing aerial and oblique photographs
- Field appraisals
- Background/desktop survey
- Discussions with fellow professionals and historic environment experts

3.0 Special Townscape Character Area Assessments

Stockton has many areas of diverse built heritage. Most of the areas identified are suburban areas and these also tend to be the areas most at threat from new or re-development. The Special Townscape Character Areas as a whole have been developed at densities well below the average for the Borough. These low density suburban areas comprise of detached and semi-detached dwellings set in large plots which make the strongest contribution to the character of the areas.

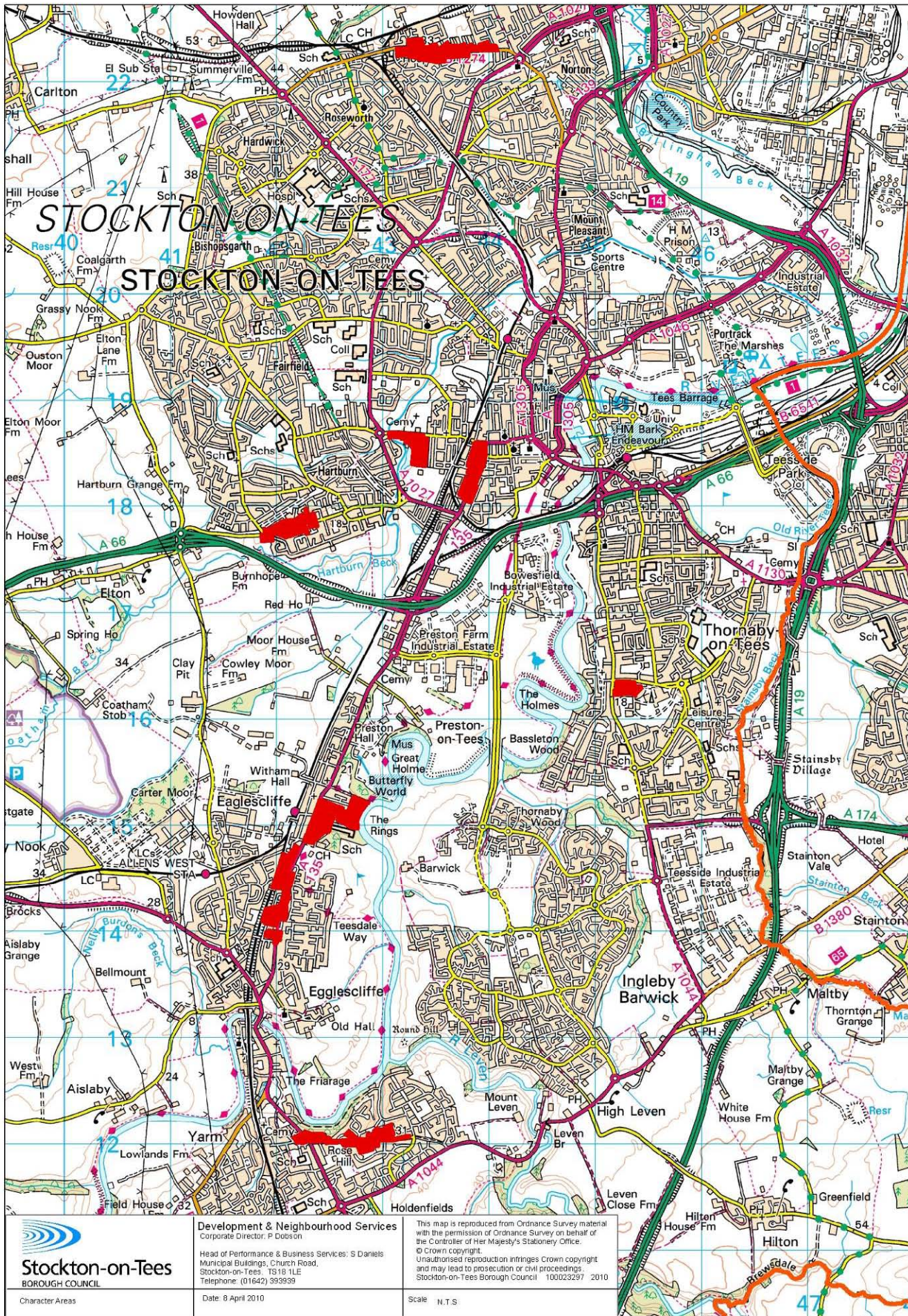
The following 9 areas have been assessed as having Special Townscape Character:

- Oxbridge Lane
- Yarm Road (North), Eaglescliffe
- Yarm Road (South), Eaglescliffe
- Junction Road
- The Spital/Leven Road
- Leven Road
- Darlington Road
- Yarm Road, Stockton
- Thornaby Airfield

Appendix 1 contains the full assessment of each character area highlighting the aspects that make up their local character and distinctiveness.

A number of areas were assessed for inclusion but were not considered appropriate for inclusion owing to the following reasons:

- Durham Road- It is clear that there is a identifiable character within the area with respect to the street pattern and to some extent the house types present. However, there has been modern development in the area and it is not considered that there is an apparent mature quality in the area. As such it is considered that the site is at best borderline for inclusion as a character area.
- Darlington Lane (193-201 and surrounding)- The entirety of Darlington lane could not be considered appropriate as a character area as there is no mature quality or distinctive character. The properties 193 – 201 set within spacious plots and do have a mature quality. However this is only a small number of properties and they are not considered to have a specific identifiable character.



STOCKTON-ON-TEES

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Stockton-on-Tees
 BOROUGH COUNCIL
 Character Areas

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4.0 Policy Recommendation

The Core Strategy Development Plan Document provides the overarching development strategy for the borough. Core Strategy Policy CS8 identifies that:

“Specific locations where development of a lower density than 30 dwellings per hectare may be appropriate will be identified through character assessment work the Council is undertaking and will be detailed in the Regeneration Development Plan Document.”

(Core Strategy, Para 12.28)

This develops upon references within the council’s Conservation and Historic Environment Folder SPD4:

“The Council is committed to maintaining the character of its older areas, but will not allow them to be ‘pickled in time’ and stagnate. Whilst there is a presumption in favour of development, the planning process has been established to ensure that it is kept in check to produce well-designed and appropriate development.”

(Conservation Areas and Historic Environment Folder SPD4)

Owing to this it is recommended a policy be incorporated into the Regeneration DPD for the Character Areas which seeks to:

- Maintain and enhance the areas character.
- Ensure that any new development
 - Respects the built form of the area.
 - Maintains the overall character and appearance of the area;
 - Is of a high quality, inclusive design and layout;
 - Respects the wider context, having regard not only to neighbouring buildings but to the townscape and the wider locality;
- Preserve any archaeological and landscape features, which contribute to the distinctive character of the area.
- Protect unlisted buildings from demolition

Each townscape character area assessment discusses the key elements which make up the distinctive character of these areas, with detailed evidence/explanation of the pressure for development and the need to maintain the character of the area. It is essential that the policy within the Regeneration DPD links back to the character assessments within this document.

Various forms of pressure for higher density development have been witnessed within the character areas, including:

- Backland development
- Infill development
- Demolition of large properties and replacement with higher density flatted development
- Inappropriate extensions and outbuildings

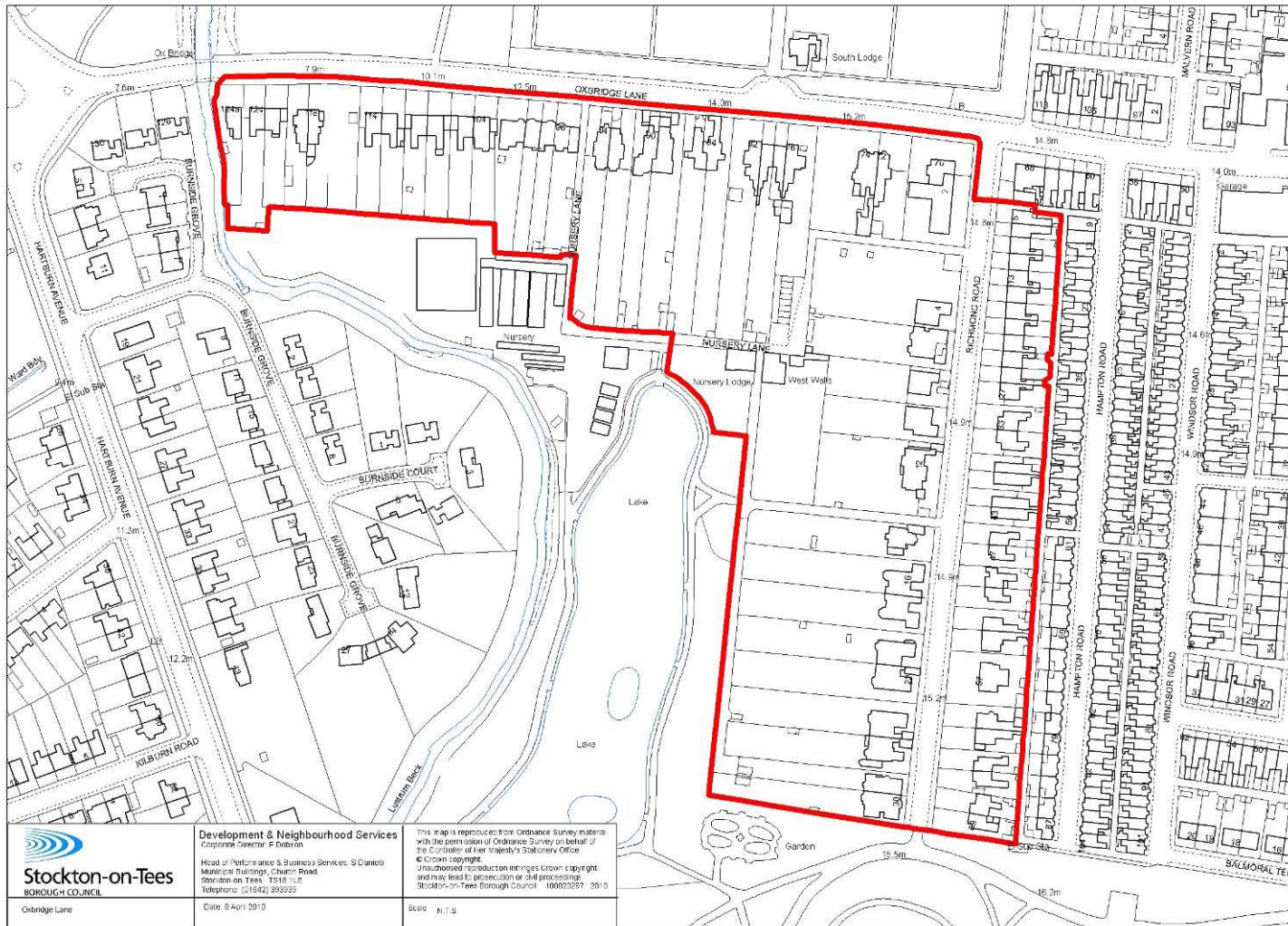
In order to help facilitate good design the Council has produced design requirements for backland and infill development (Appendix 2). This information is designed for the whole borough; however it should be read in conjunction with the character assessments when proposing higher density development within these areas.

There is concern that apartment development and inappropriate extensions and outbuildings may also lead to the loss of character in an area. Therefore it is suggested that the character assessments are read in conjunction with SPG4 'High Density Development: Flats and Apartments and SPG2 'Householder Extension Guide'.

APPENDIX 1

Special Townscape Character Area Assessments

1. Oxbridge Lane



General overview and historic development

The character area borders Ropner Park and provides a complementary setting to the recently restored Victorian park. The park named after the wealthy Victorian ship owner and builder and Stockton MP, Sir Robert Ropner was first opened in 1893 and was an important open space on the edge of the expanding town for local people.

Map: Durham Historic Map of Character Area (1855- 95)

No signs of development are visible.

Map: Durham Historic Map of Character Area (1897- 99)

The late nineteenth century saw the development of large semi-detached, terrace and detached three storey properties. The historic map also show the creation of Ropner Park, with a path network which remains to this day.

Map: Durham Historic Map of Character Area (1914- 20)

This period saw the completion of the street scene along Oxbridge Lane with an number of additional properties being completed along Richmond Road.

Map: Durham Historic Map of Character Area (1939- 41)

Only a minor amount of development can be witnessed during this period, which has resulted in the completion of the street scene of both roads. This included a number of terraced properties on the east side of Richmond Road.

Building/Architectural styles and key buildings

The west side of Richmond Road is typified by late nineteenth century, predominantly 3 storied detached and semi detached properties. Later development followed this pattern of development to complete the street scene. Late nineteenth century development to the east end of Oxbridge Lane mimics the styles identified on the west side of Richmond Road. These properties are red brick with slate roofs and typified by palette windows, tall gables and chimneys and large bay windows.



Images: Late nineteenth century development Oxbridge Lane and Richmond Road

One of the most notable properties in the character area is Lynndale (below) which is noteworthy for its painted stone quoins and banding, decorative bargeboards and eaves detailing. Some of the distinguishing elements of Lynndale are replicated elsewhere in the character area; most notably painted quoins and to some extent the use of bargeboards.



Image: Lynndale, 14 Richmond Road

The east side of Richmond Road contains more modest two storey semi-detached properties of a similar period to those found on the west of the road. The street scene is completed with a row of two- storey terraces.

The street scene of Oxbridge Lane is completed by the early twentieth century 2 storey properties to the west end of the street. Like elsewhere in the character area red brick and slate roofs are the notable materials with the properties also having painted quoins.



Image: Oxbridge Lane early twentieth century development

Street pattern

A distinctive building line is maintained throughout the character area. However, properties to the west of Richmond Road are positioned much closer to the main road than found elsewhere in the character area; as these properties do not face onto the main road, with main entrances to the side and the main façade being to the rear of the property; taking advantage of the

views over their extensive back gardens and Ropner Park. Owing to this, the frontage to the street is treated much more like a rear utility area with most houses having garages squeezed lengthways onto the limited space available.

Properties along Oxbridge Lane and the west of Richmond Road have been sited to exploit the views over Ropner Park. As such a distinctive building line to the rear of these properties is clearly visible from Ropner Park.



Images: Building line to the rear of Richmond Road and Oxbridge Lane

Plot details

Properties along the eastern end of Oxbridge Lane and the west of Richmond Road have very deep plots running down to the boundary with Ropner Park. Plot depths are restricted to the west of Oxbridge Lane owing to a depot located alongside the park.

Plot widths vary dependant on the type of property. Generally they are not much wider than the property; however, a few of the older properties on Oxbridge Lane have wider plots with gardens to the side.

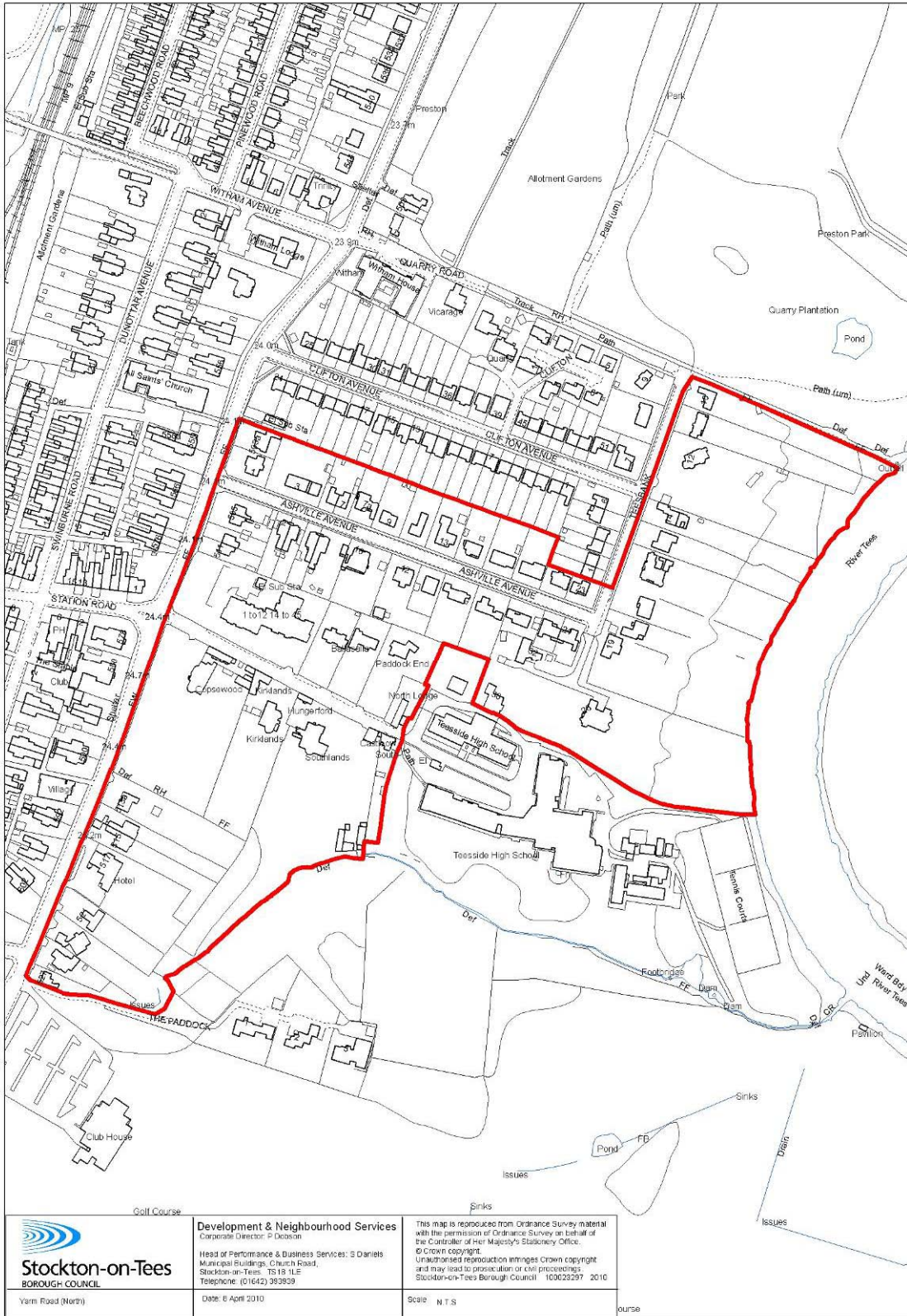
Development pressure and maintaining character

There does not appear to be any immediate development pressure within the character area. Whilst there may be land available for infill development it would appear that any development on this land would not be in keeping with the massing and separation of buildings along the street scene.

The current level of development on Oxbridge Lane and Richmond Road provides Ropner Park with an open aspect and therefore backland development would not be supported as this would have an overbearing influence on the setting of the park.

Similarly any extensions which would seek to protrude from the rear building line would not generally be supported unless they were deemed to be small scale and not detrimentally erode the building line when viewed from Ropner Park.

2. Yarm Road (North), Eaglescliffe



General overview and historic development

The character area covers Teesbank Avenue, Ashville Avenue, the Avenue, and part of the frontage onto Yarm Road, the main distributor road into the centre of Stockton. The area contains some of the oldest villas in Eaglescliffe. The west side of Yarm Road is the boundary of the Eaglescliffe with Preston Conservation Area which is a more densely developed area of late Victorian/Edwardian buildings

The area began to develop in the late nineteenth century as a result of the station at Eaglescliffe Junction; the junction between Stockton- Darlington Railway and the Leeds Northern Railway. The Avenue was laid out by 1898 but initially only properties were developed to the south, with very wealthy merchants building fine villas towards the river. In the early twentieth century Ashville Avenue began to develop but the north side of the Avenue remained open until the mid- twentieth century. The following historic maps show the progression of the area:

Map: Durham Historic Map of Character Area (1857- 61)

No dwellings in the character area have been constructed at this time. Evidence of the former Stockton- Darlington railway running through the West of the character area, which was closed for the present line to the west to be opened.

Map: Durham Historic Map of Character Area (1897- 99)

Some of the earlier dwellings of the character area had been constructed by this period. The Gables on Teesbank Avenue is present on the map, as are 2 and 4 Ashville Avenue. On The Avenue the three Victorian villas and associated lodges are present on the south side of the road. Woodside Hall is shown, which has now been demolished and replaced with Teesside High School. The lodges which are now being used as dwelling houses are present on the map as the entrance to Woodside Hall. Fronting on to Yarm Road 513, 515 Yarm Road and Claireville Hotel are shown on the map.

Map: York Historic Map of Character Area (1919- 20)

Some further dwellings have been built by this date. 6, 8 and 10 Ashville Avenue are present on the south side of Ashville Avenue. Properties 5 and 7 are present on the north of Ashville Avenue. Riversdale Grange is also present near Woodside Hall.

Map: Durham Historic Map (1939- 41)

By this time period further dwellings in the character area have been built out. 12 Teesbank Avenue has been constructed. Further development along Ashville Avenue has been recorded on this map.

Building/Architectural styles and key buildings

The character area contains a large number properties included on Stockton Borough Councils Local List of historically important buildings. Properties on the Local List include:

- The Avenue- Copsewood, Kirklands, Southlands, Southlands Cottage, Castelow Cottage, Hungerford Cottage, North Lodge and South Lodge.
- Ashville Avenue- 2/4, 6/8, 10 and 26 (River Grange)
- Yarm Road- 517-519 (Claireville Hotel), 513 and 515
- 16 Teesbank Avenue (The Gables)

Properties within the character area are generally two storey, detached and set within substantial plots. Single storey properties and a number of two and three storey semi-detached dwellings are present along Ashville Avenue. Larger three storey properties are present to the south side of The Avenue and to the south of character area on Yarm Road.

Red brick is the prominent building palette along Teesbank Avenue with the majority of properties being developed in the late twentieth century. The most notable and oldest building on Teesbank Avenue is that of The Gables (16 Teesbank Avenue), which is included on the Local List. It is a late Victorian villa made from brick construction with a clay tile roof, constructed in an arts and crafts style with Italian and gothic influences. The dwelling is predominantly two storeys with three storey elements. The multiple gables with their wooden decoration give the building a unique character. Another late Victorian property Riversdale Grange is located down a tree lined drive off Ashville Avenue.



Image: The Gables

Ashville Avenue has a varied architectural appearance with some properties relating to the late nineteenth century properties along The Avenue and Yarm Road, with vertical sliding sash windows and prominent bays and gables, while others make use of casement windows and timbered details. There are a number of inter war properties and late twentieth century houses with a different character again. There is also a wide range of building materials including brick and render for external walls and both natural slate and tiles for roofs.

Notable properties along Ashville Avenue which are included on the Local List include the late Victorian property 2/4 Ashville Avenue, Edwardian property 6/8 Ashville Avenue and 10 Ashville Avenue with has references to the arts and crafts style.



Images: 2/4, 6/8 and 10 Ashville Avenue (respectively)

The Avenue is characterised by low density development. The Southern side is made up of three large Victorian villas set back from the road and within large plots. These three properties are included on the Local List with their defining features including:

- Copsewood is considered to be one of the earliest villas in Eaglescliffe. Built in brick with hipped slate roof and service wing to one side. Some of the original outbuildings survive complete with walled yard.
- Southlands and Kirklands were both constructed from slag concrete probably obtained from Middlesbrough's blast furnaces. Southlands was constructed in a classical style with several Italianate features such as the tower, the shallow pitched hipped roof and the heaving bracketed eaves. Three lodge houses were built to serve the Southlands villa. Kirklands has deep and decorative eaves and prominent chimney stacks with decorative copings.



Images: Kirklands, Southlands and Copsewood (respectively)

On the north side of the street there are three mid and late-twentieth century medium sized detached dwellings and a recently constructed twenty-first century sheltered accommodation block with external walls made from brick with some contrasting brick and render. This is made up of a mixture of two, two and a half and three storey elements.



At the far end of the road in front of Teesside High School there is a pair of former nineteenth century lodges, North and South lodge, either side of the road. These formerly made up the entrance to Woodside Hall which was demolished in 1970.

Image: South lodge and Castlelow Cottage

The architectural style of the buildings to the south of the character area on Yarm Road varies. The most notable properties are those of 513/515 Yarm Road and Claireville Hotel; constructed in the Victorian period. These properties are three storey, brick built with slate roofs. Claireville Hotel has been rendered and altered. The remaining properties along this section vary in style and period, but are mainly from the twentieth century.



Images: 513/515 Yarm Road and Claireville Hotel

Street pattern

The only uniform building line within the character area is found along Ashville Avenue. This high quality suburban road has pedestrian footpaths and grass verges on both sides; there is also a line of significant trees within the grass verges alongside the road.

There is no uniform building line along Teesbank Avenue, although dwellings are set back from the road. Walls with some hedge rows and shrubbery make up the forms of enclosure along this section. There is a pedestrian footpath along the side of the road and a grass verge separating this from the road. Many properties have mature front gardens containing large trees and other shrubbery which further adds to the character.

The Avenue runs east from Yarm Road and is an unadopted narrow local residential street with no distinct pedestrian zone. Properties to the north show a distinct staggered relationship, whilst to the south no established building line with some properties such as the former lodges being situated tight up to the road and others such as the Victorian villas being set back from the road. Trees are a vitally important and distinctive feature of the street, and provide a backdrop and setting for the houses. Boundary hedges and walls are significant on the road frontages. At the western end of The Avenue there is a thick belt of trees subject of a Tree Preservation Order. Within this belt of trees are the remnants of part of the original railway line between Stockton and Darlington which dates from 1825.

Properties to the south of the character area along Yarm road do not form a uniform building line with some of more modest properties being set back further from the main road.

Plot details

Plot sizes vary throughout the character area. The most modest plots within the character area are those on Ashville Avenue where dwellings are set back from the road in medium sized plots and generally with a sense of space between each building.

The remainder of the character is typified by properties set within generous plots. The most substantial residences with generous plots are found on Tees Bank Avenue running down to the River Tees and the south side of The Avenue.

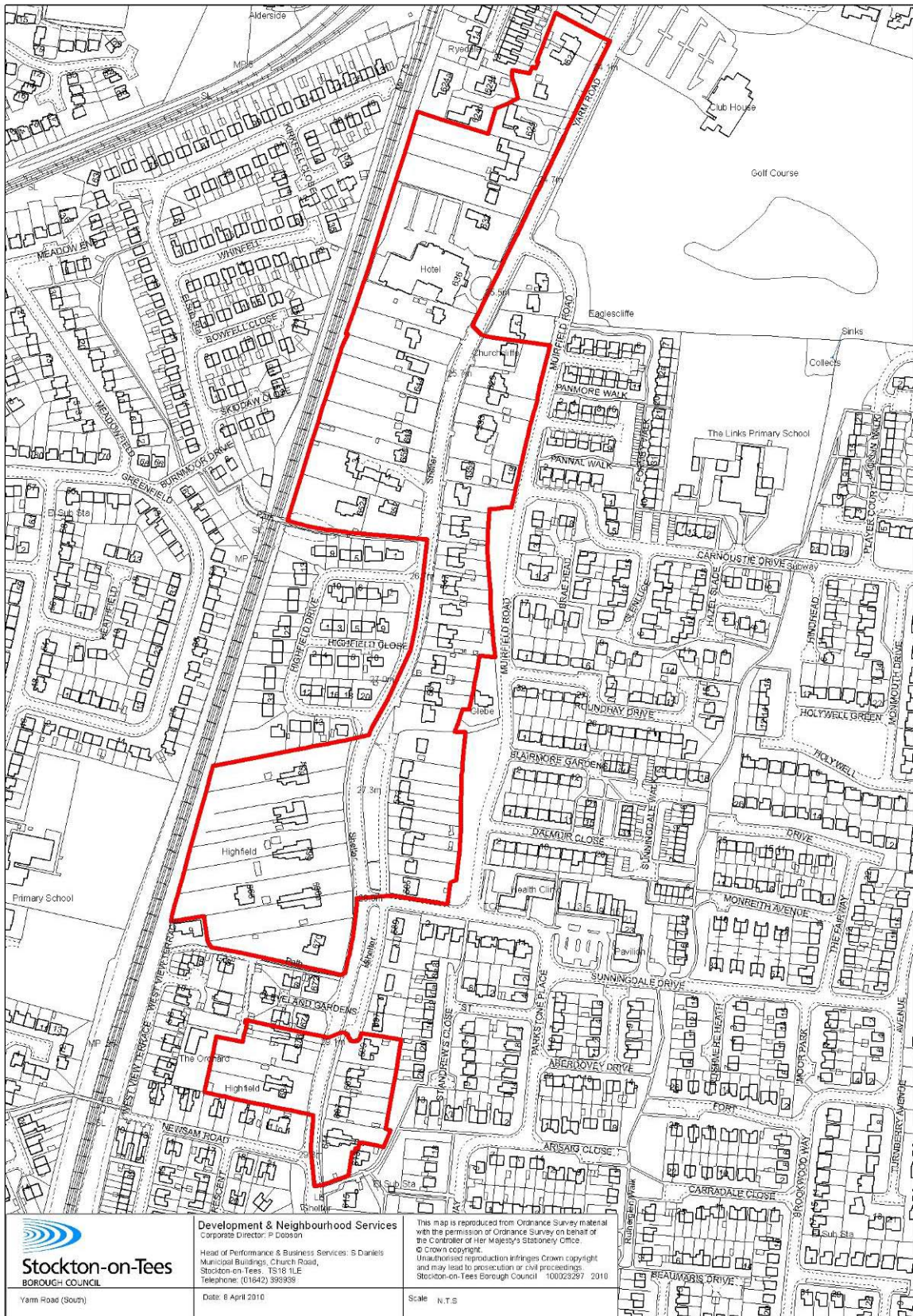
Development pressure and maintaining character

Development has taken place in the character area. There are several proposed twenty first century dwellings in the area with extant planning consent or under construction; including along The Avenue and Teesbank Avenue. These developments have implications for the character and distinctiveness of the area, including increasing the density and reducing the separation distance between the existing properties.

Any scheme for the demolition and redevelopment of a site at a higher density should be determined in accordance with SPG4 'High Density Development: Flats and Apartments.

Any development should respect the scale, massing and separation of buildings and plots. It is imperative that the strong building line and boundary treatment of the properties is maintained

3. Yarm Road (South), Eaglescliffe



General overview and historical development

The character area continues south along Yarm Road from the previous character area. The character area starts opposite Yarm golf course and continues along Yarm Road to Newsam Road. Development in the area follows a ribbon style along Yarm Road.

Map: Durham (1857- 61)

At this stage no development within the character area had taken place.

Map: Durham (1898- 99)

By the late nineteenth century limited development along the west side of Yarm Road had taken place.

Map: York (1919- 20)

Small amount of ribbon development had occurred along Yarm Road by the early twentieth century.

Map: Durham (1932- 50)

Some further development has taken place on Yarm Road in the post War period up to 1950. Much of the development on the west side of the road has taken place after this date.

Building/Architectural styles and key buildings

The character area contains a large number properties included on Stockton Borough Councils Local List of historically important buildings. Properties on the Local List include 529, 531, 533 and 535 Yarm Road (Group Merit), 620 and 622 Yarm Road, 658, 660, 662 and 664 Yarm Road, 609 and 611 Yarm Road.

There is a blend of property types within the character area. Properties are predominantly two storey in size and characterised by their large plots. Red brick is the prominent building palette within the character area. The prominent property types can be identified as:

- 1) Large detached properties located to the north western side of the character area



Images: Detached properties western side of Yarm Road

- 2) Grand semi-detached properties developed in the late nineteenth and early twentieth century (some of these properties are 2.5 storey). These properties are located throughout the character area.



Images: Late nineteenth century semi-detached properties on Yarm Road

- 3) Semi detached properties from the mid twentieth century. Located to the east side of Yarm Road.



Image: Mid twentieth century property on Yarm Road

The discussion below provides some detail on a number of properties located within the character area which are included on the Stockton Borough Councils Local List of historically important buildings.

620/622 Yarm Road is situated on a well landscaped plot, with mature trees; a substantial semi-detached dwelling built in the late Victorian/Edwardian



Image: 620/622 Yarm Road

period. Hipped slate tiled roof interrupted by twinned gables each side of party wall over triple sash windows. Decorative ridge tiles and terracotta finial to gable. Upper & lower splay bay across front corner. Brick to ground floor with painted dressed stone cills, heads & stone ornamentation and render to first floor and gable.



529, 531, 533 and 535 Yarm Road are a pair of brick built double fronted semi-detached houses dating from the Edwardian pre-Great War period. To the ground floor street frontage adjoining the party wall the properties have a brick framed splay half bay window, the flat roof of which extends over the adjoining

fanlight and timber panelled front door to a full splay bay window at ground and first floor topped by a hipped roof, thereby forming an open entrance porch (the flat roof on 533/535 has a timber balustrade, thus forming a balcony). The windows are original timber sliding sashes with all bays having two front elements. Openings are highlighted with painted dressed stone cills and heads and original timber sliding sash windows remain. The main roof is slate tiled and hipped with decorative side and centre chimneys.

Image: 529/531 Yarm Road

Street pattern

The building line along the character area is not absolutely uniform. However, the street pattern is characterised by properties being set back from the main road within their plots. This arrangement combined with the scale of development and landscape setting creates a sense of place and the true character of the area.

The mature vegetation planted within the front gardens of properties provides the landscape setting of the character area. This maturity of vegetation, including a significant quantity of tall trees and hedges softens the scale of the large buildings and provides a pleasant street scene.

Plot details

The largest plots within the character area are those on the western side of Yarm Road. The properties have extensive narrow plots stretching to the railway line. Plots on the eastern side of Yarm Road are of a more unassuming scale, relating to the house types identified. However, these plots do stretch back some distance creating larger back gardens than found in the wider area.

Development pressure and maintaining character

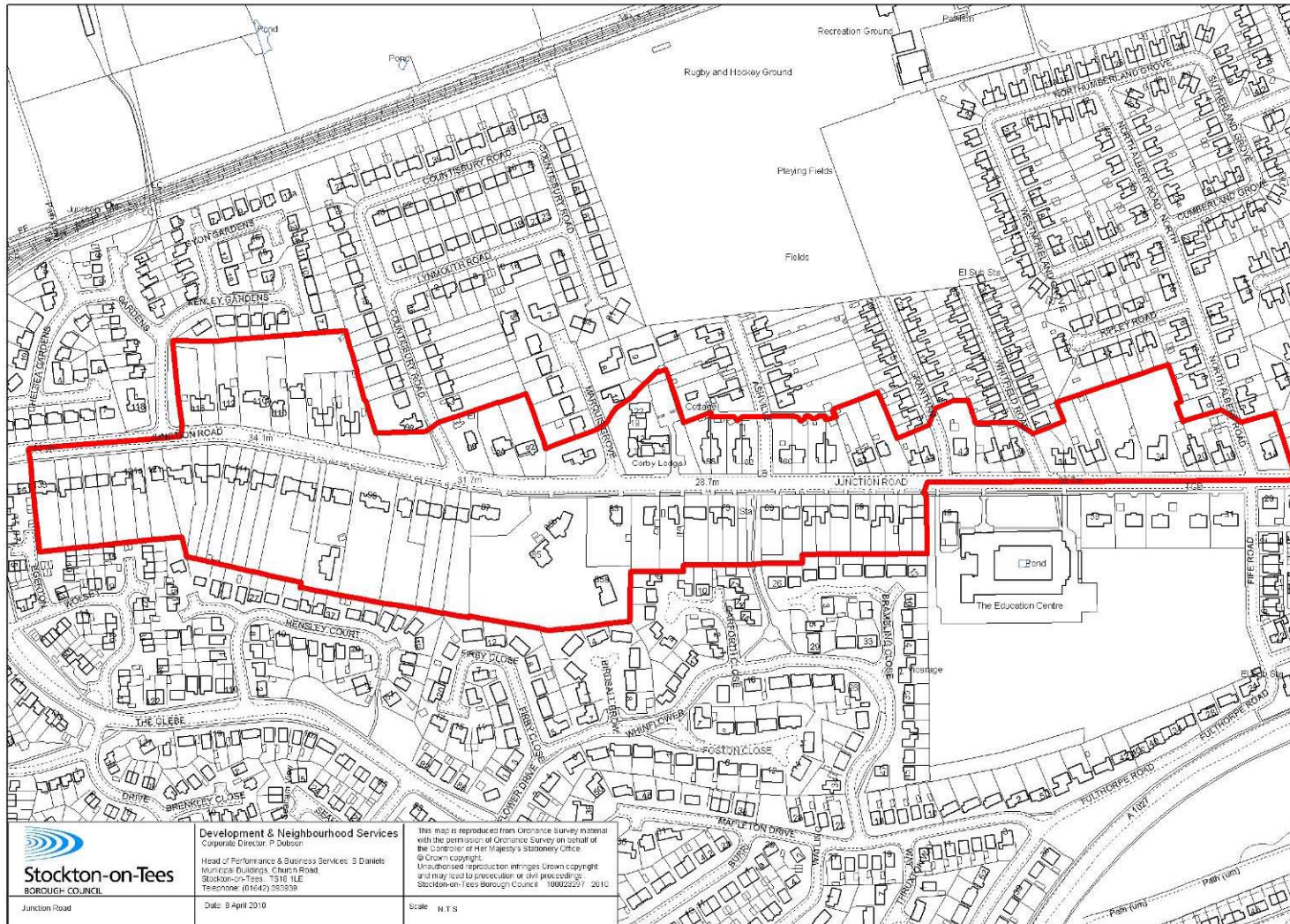
Backland development has been witnessed to the west side of Yarm Road within some of the larger plots (both tandem and cul-de-sac). This has had detrimental impact on the prevailing plot layout. Over-development of a site where dwellings are cramped onto small plots which is out of keeping with the surrounding area will be resisted. All applications for backland development will be judged on their own merits; however, they should be designed to be

out of view and not larger in height, scale or massing than the host dwelling and with a layout which avoids conflict with the host and neighbouring properties.

654 & 656 Yarm Road, a late nineteenth century semi-detached property has recently been demolished to be replaced with a care home. Any scheme for the demolition and redevelopment of a site at a higher density should be determined in accordance with SPG4 'High Density Development: Flats and Apartments.

Any development should respect the scale, massing and separation of buildings and plots. It is imperative that the strong building line and boundary treatment of the properties is maintained.

1. Junction Road



General overview and historic development

The character area covers properties to the north and south sides of Junction Road. The area is typified by large dwellings set within extensive plots.

Map: Durham Historic Map of Character Area (1897- 99)

Small number of large semi-detached properties present to the north of Junction Road. Much of the land to the north east appears to be planted.

Map: Durham Historic Map of Character Area (1923- 24)

The conurbation of Stockton has expanded with development at the east of Junction Road being noticeable. Only a small increase in the amount of development within the character area has been noted to the north side of Junction Road.

Map 3: Durham Historic Map of Character Area (1939- 41)

Development has increased dramatically with development noticeable along the south side of Junction Road for the first time. Some further development to the far west end on the northern side of Junction Road.

Building/Architectural styles and key buildings

Early development along Junction Road was located to the north of the road to the eastern expanse. Properties are predominantly two storied with a mix of detached and semi-detached; the architectural style is that of Victorian and Edwardian as well as a number of properties being built in the inter war period. Red brick and slate roofs are the prominent building palette.



Images: Early development on the north side of Junction Road

The north eastern expanse of Junction Road also contains five buildings contained on Stockton Borough Council's Local List of historically important buildings. These buildings all have distinctive townscape value and add to the character of the street scene. The properties included on the Local List are numbers 38, 66/68, 24 and 26 Junction Road.

38 Junction Road is one of the oldest properties on Junction Road, being visible on the 1897- 99 Ordinance Survey map. The main features of the property are the bays at ground floor level and the central Victorian entrance.

66/68 Junction Road is part of a pair of double villas constructed in 1894. The property was originally one dwelling. Constructed in red brick with slate roof, the prominent features of the properties are the curved bow windows and tall chimney stacks. The property also has decorative brick quoins and eaves detailing.



Images: 38 Junction Road and 66/68 Junction Road (respectively)

24 and 26 Junction Road are a pair of Edwardian Villas. 24 Junction Road is constructed in red brick with slate hipped roofs. The properties defining features are its central gabled entrance, decorative portico, two ground floor bay windows and distinctive chimneys. The quoins are picked out in stonework as are the window lintels. 26 Junction Road known as Netherby was built in 1925; designed by Kitching it blends with the neighbouring (albeit differing) Edwardian Houses on either side. Externally the house has been maintained as designed with the original leaded windows, hardwood frames and ledges and also side and front porches.



Images: 24 and 26 Junction Road (respectively)

The remainder of Junction Road (north side to the western expanse and south side) is largely semi-detached and detached two story 1930s development with red brick being the prominent palette. White rendering is used on properties, chiefly those to the northern side of Junction Road.



Images: 1930s development along Junction Road

Street pattern

A strong and uniform building line is witnessed along the entirety of the southern side of Junction Road, with the exception of 85 Junction Road. As shown in the 1939- 41 Ordinance Survey map 85 Junction Road is a large detached property set back from the main road surrounded by large grounds. Subsequent infill development has occurred within the grounds of this property. Properties are set back within their plots, allowing off street parking to the front. Boundary treatment is mixed with properties having fenced, railed, walled and hedged boundaries.



Images: 85/85b Junction Road

A firm building line has not been established to the northern side of Junction Road. Whilst, properties are generally set slightly back (properties to the west of the character area are set back further) from the main road their orientation to the main road is varied.

Boundary treatment to the northern side of Junction Road is most extensive to the west end of the character area with properties having high hedges and mature trees shielding the properties from the main road. Boundary treatment to the properties located on the northern side of Junction Road to the eastern end of the character area is a mixture of low bricked walls (some with railings) and low hedges. Original gateposts and railings are still present on a number of the older properties within the area. Mature trees are present in the front gardens of some properties.

Plot details

Properties within the character area are typified by long narrow plots (most notably to the south side of Junction Road). Plot depths are shorts in some instances to the north side of Junction Road. A number of larger plots exist throughout the character area.

Development pressure and maintaining character

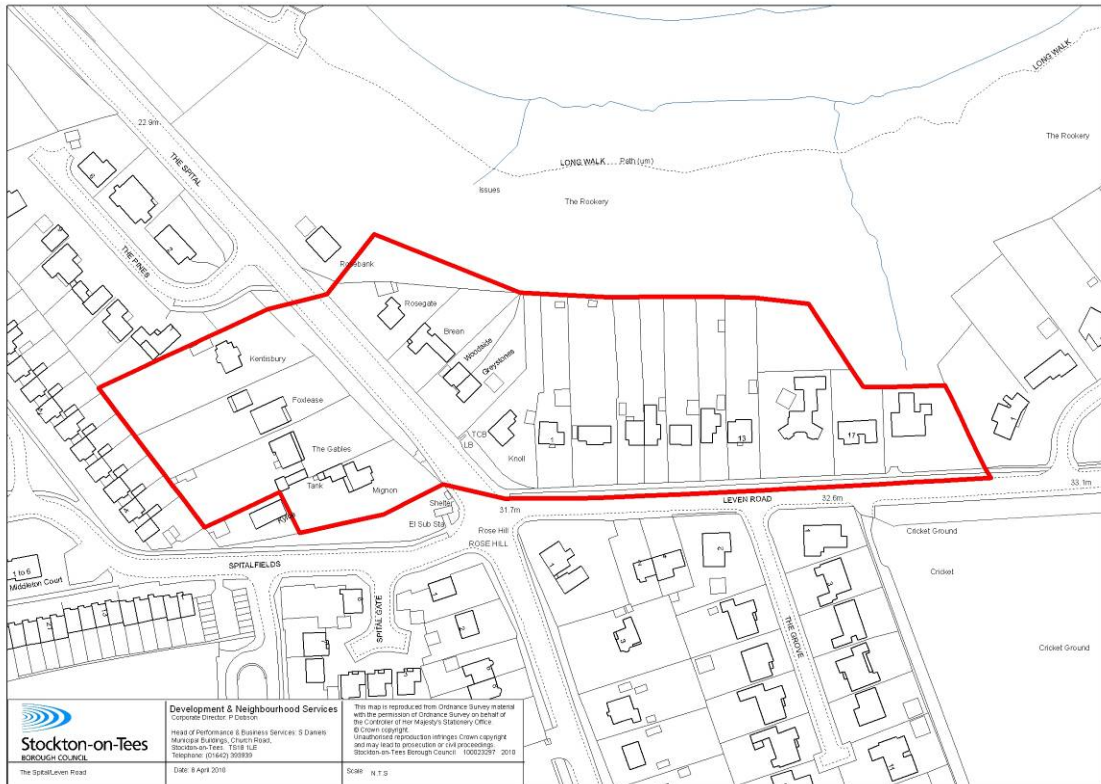
The pressure for development within the character area has been witnessed through developments undertaken over the last decade. This been represented through the development of Corby Lodge and backland development in larger plots to the southern side of Junction Road.

Further development pressure may exist within the character area for backland development and the demolition of properties in larger plots to be replaced by higher density development.

Developments have undoubtedly impacted on the character of the area and in some cases have not respected the original pattern of development and detracted from the character of the area in general.

Any new development will therefore be required to respect and enhance the existing established character of the area.

5. The Spital/Leven Road



General overview and historical development

The Spital is a main artery road into Yarm. Properties within the character area are predominantly those developed during the 1930s. The character area extends along Leven Road until the properties become less notable and of a higher density at Hawthorn Grove. The character area extends to encompass properties on the west side of the Spital; these properties are included as they add to the character and distinctiveness of the area.

Map: York (1893- 95)

The area is covered by open land and Rose Hill Nursery. The only dwelling visible which forms part of the character area is 1 Thirsk Road.

Map: York (1914- 1915)

The situation is unchanged; only dwelling visible which forms part of the character area is 1 Thirsk Road.

Map: York (1938)

By this date most of the dwellings on the east side of the Spital and north of Leven Road had been constructed, showing that the properties were constructed around the 1930s. Kentisbury on the west side of the Spital has

also been constructed by this point. No other dwellings along the part of the Spital have been constructed.

Building/ Architectural styles and key buildings

Properties within the character area are all unique. However, this provides the character of the area, which is tied together through the pattern of development and plot detailing. All properties face onto the main road, there is an established building line unique boundary treatment and consistent plot pattern.

Whilst all being unique the properties along Leven Road and to the east side of The Spital show similar characteristics as they were all constructed around 1930. Predominantly they are substantial detached two storied properties, constructed in red brick; however, a number of properties have been rendered with different materials. A large number of properties have large bay windows to the front (often being two storeys in height).



Images: 11 and 13 Leven Road (respectively)



Image: 15 Leven Road

The most notable property in the character area is 15 Leven Road. The property is included on Stockton Borough Councils Local List of historically important buildings. The property has a very distinctive curved 'butterfly' frontage and is set in mature grounds. Brick built with a steeply pitched and hipped roof, the property has tall narrow leaded windows forming bays which are separated by brick mullions.

Properties to the west of The Spital post date those found elsewhere in the character area, with the exception of Kentisbury. Substantial one and two storey properties exist within this area.

Street pattern

Leven Road and the eastern side of The Spital have a uniform building line with properties being set back from the roads. The eastern side of The Spital has a narrow pavement with no grass verge, with established hedgerows forming the boundary treatment for the properties. Grass verges and pavement separate the dwellings along Leven Road from the main road; properties have mature planted gardens with predominantly stone or brick boundary walls. Along the Leven Road there is an ancient wall which bears the plaque proclaiming that it is part of a mediaeval St Nicholas hospital, founded in 1130 and despoiled in 1550. This is important for the character of the area and should be maintained.

There is no distinctive building line to the west of The Spital; although properties are set back deeply within their plots which slope upwards away from the road. Many of the properties are screened from the road by trees and hedgerows.

Plot details

Properties within the character area predominantly have long deep plots which are suitably wide to allow spacing between dwellings. Plot widths and separation between dwellings is greatest to the western side of The Spital.

Development pressure and maintaining character

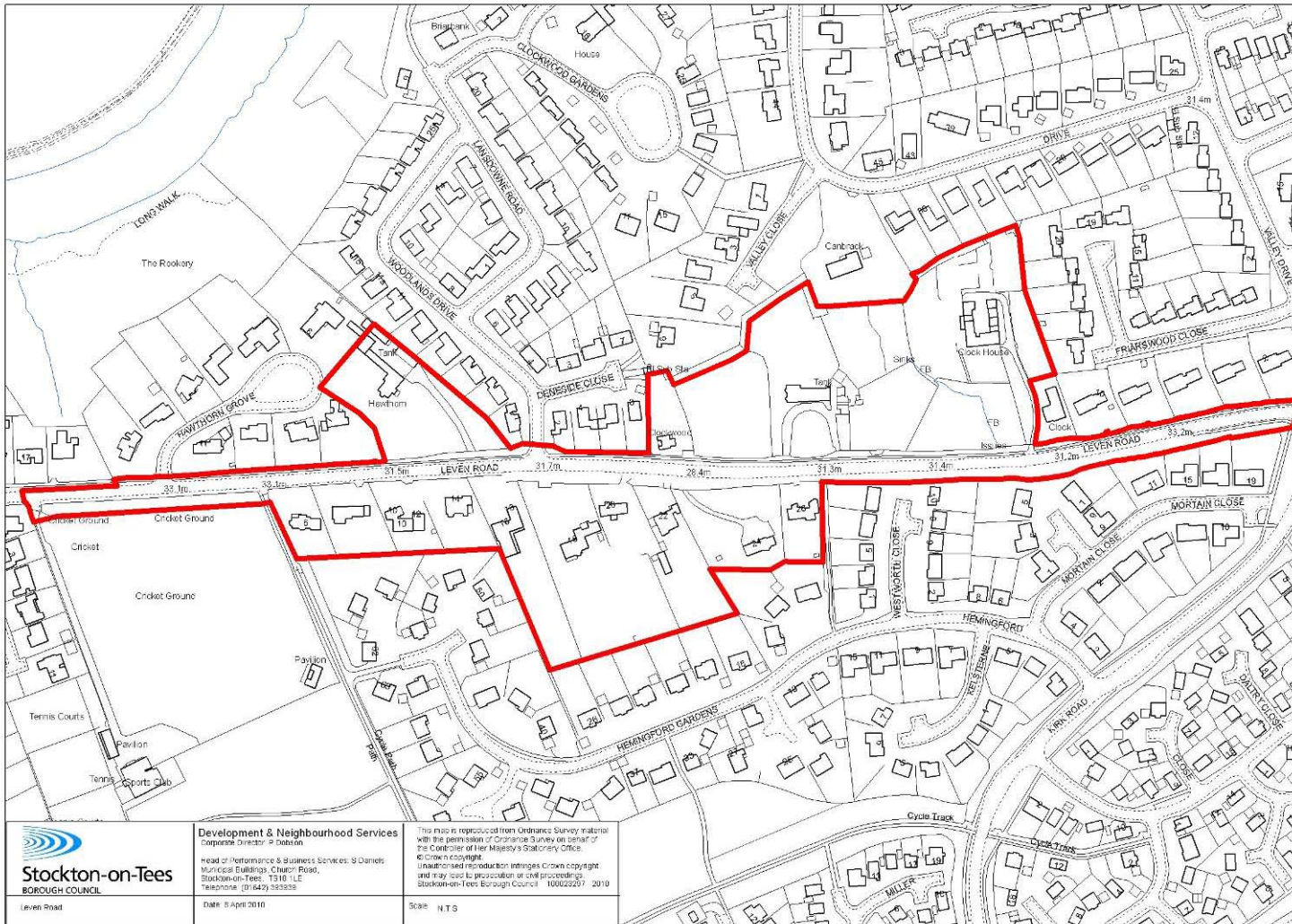
Planning permissions has been sought for backland development in character area. This indicates there is some pressure for development within this area.

Any new development would need to reflect the distinctive building line, surrounding properties, key buildings, and be in keeping with the established character of the area. The local distinctiveness including plot size and separation distances between dwellings should be maintained and reinforced to retain this open character.

Any departures from the building line will not be supported. Appropriate forms of enclosure must be incorporated into developments in order to maintain the character of the area, as this is a distinctive aspect of the character area.

New buildings or extensions will not detract from buildings of local significance and their settings within the character area. New buildings should reflect the individual local vernacular and identity of the settlement where they are located. Materials used for roofing and walls should match adjacent dwellings, as should the materials and colours for doors and window frames.

6. Leven Road



General overview and historical development

Whilst being surrounded by the built development of Yarm, Leven Road maintains a rural aspect. This is characterised by low-density development, wide verges and mature trees along the length of the character area. The character area excludes properties at Hawthorn Grove, Friarswood Close, Mortain Close and Westworth Close that back onto the character area as they do not add value to the add to the character and distinctiveness of the area. However, the boundary treatment and mature verges to the rear of these properties form part of the rural vernacular of the street scene.

Map: York (1893- 95)

The area remains undeveloped with the exception of Clockwood House and The Mount. The land to the between and to the north of these properties is predominantly wooded

Map: York (1914- 1915)

Little appears to have changed from the 1893-95 map.

Map: York (1938)

Identifies the addition of development at Hawthorn, Clockwood Lodge and Wainstones (18 Leven Road, now demolished)

Building/ Architectural styles and key buildings

Within the character area there are four properties to the north side of the Leven Road and ten to the south. The north side of Leven Road represents early development in this area. With the key properties being Clock House, The Mount, Clockwood Lodge and Hawthorn.

The properties of Clock House and The Mount were the earliest to be built and are included on the Statutory List of Buildings of Special Architectural or Historic Interest, both being Grade II.



Image: The Mount

Both properties are eighteenth century with later additions. Clock House is of soft red brick with pantiled roof of fairly high pitch. The Mount is a double span house of two periods with the early-mid nineteenth century extension in keeping. The property is now roughcast with hipped slated roof, end chimneys.



Images: Clockwood Lodge and Hawthorne

The two remaining properties on the south side of Leven Road are Clockwood Lodge and Hawthorne both Circa 1920-38. Clockwood Lodge was built as a gatehouse to Clockwood House having tall chimneys in a similar style to the host property. Clockwood Lodge is rendered with a clay tile roof. Hawthornes is rendered grey with slate roof, tall sash windows with Georgian influence.

The properties to the south side of Leven Road are more modest in size than those on the north side. Nevertheless, the properties are still large detached properties. All remaining properties on this side of Leven Road are post 1938 with varying architectural styles evident.



Images: 20 Leven Road and 6 Leven Road

Street pattern

Considering the size of the character area there are relatively few properties. The south side of Leven Road fairly regularised building line, with properties being slightly set back from the main road. This is in contrast to the north side of the road which has a small number of large detached properties with their position in relation to Leven Road being historic and characteristic of the rural setting in which they once stood.

One of the defining characteristics of the character area is the rural vernacular of the street scene. This rural nature is formed by the two factors. Firstly, the low density of built development in the area (particularly the north side of

Leven Road) including properties being set back from the main road. Secondly, the boundary treatment of properties and wide verges of mature hedges and trees.



Images: Views along Leven Road

Plot details

Plots to the south side of Leven Road are relatively wide with varying plot depths (those at 16-22 Leven Road being the deepest). Plot widths and depths at the northern side of Leven Road are characteristic of the rural setting in which they once stood.

Development pressure and maintaining character

There are two prominent extant planning permissions for residential development within the character area. These are:

- Demolition of 18 Leven Road and erection of 5 dwelling houses and associated access. At the time of writing 18 Leven Road had been demolished but no new dwellings were completed on site.
- Erection of 5 dwelling houses at the Clock House.



Image: New development at 18 Leven Road

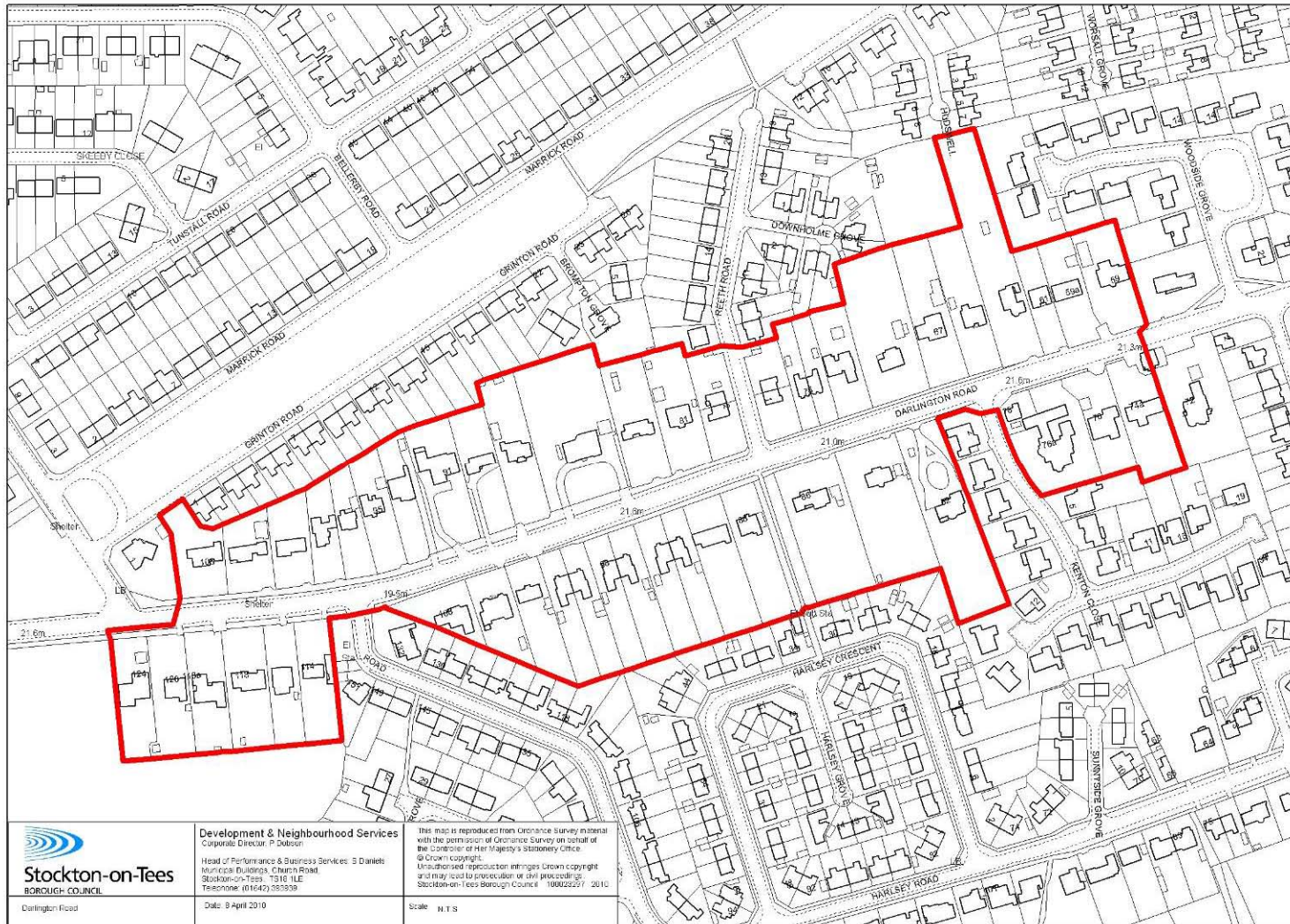
There is limited scope for further new development within the character area. Any proposals for new development would need to reflect the distinctive building line to the south side of Leven Road and rural nature of the north side of Leven Road. The local distinctiveness including plot size and separation distances between dwellings should be maintained and reinforced to retain

this open character. Proposals for new development would also need to be respect key buildings (including listed buildings) and be in keeping with the established character of the area.

Any departures from the building line to the south side of Leven Road will not be supported. Appropriate forms of boundary treatment must be incorporated into any proposals for new developments in order to maintain the character of the area, as this is a distinctive aspect of the character area.

New buildings should reflect the individual local vernacular and identity of the settlement where they are located. Materials used for roofing and walls should match adjacent dwellings, as should the materials and colours for doors and window frames.

7. Darlington Road



General overview and historic development

The character area forms a continuation of large properties found within Hartburn Conservation Area on Darlington Road. Hartburn was originally an agricultural community and remained little more than a village until the growth of Stockton engulfed the settlement and the suburb of Hartburn developed around the original village. The character area represents ribbon development to the west of Hartburn along Darlington Road.

Map: Durham Historic Map of Character Area (1897- 99)

In the late nineteenth century development along Darlington Road to the west of Hartburn Conservation area had not begun. The only development present within the conservation area was that of 'The White House' (76A Darlington Road) and 78 Darlington Road.

Map: Durham Historic Map of Character Area (1923- 24)

In the period shortly after WW1 no development is witnessed with the historic map appearing much like that of the late nineteenth century.

Map: Durham Historic Map of Character Area (1939- 41)

Many of the residential properties along Darlington Road were developed in the run up to WW11 (between 1925 and 1939). Development soon after WW11 will have completed the street scene with minimal infill development at a later date.

Building/Architectural styles and key buildings

The character area is predominantly large two storey detached properties set within generous plots. However, there are a number of semi-detached and one storey detached properties scattered along the street.

The predominant building palette within the character area is red brick; however render and other materials are present. 1930's properties are prevalent all along the street scene and are recognisable by their distinctive bay windows.



Images: 1930s Development

Modern development is witnessed to north western expanse of Darlington Road, with properties making use of more modern building materials. These

properties have been included within the character area as they maintain the street pattern with properties being set back from the main road.



Image: Modern development

Street Pattern

The most clearly defined building line is to the south side of Darlington Road. Properties are set back within plots with relatively large front gardens. There are two places along this stretch of road where the building line is not uniform. The first example is 82 Darlington Road, which is set back further in its plot than neighbouring properties. Secondly is 78 Darlington Road, which is set to the front of its plot. However, 78 Darlington Road was not originally a property in its own right as it was originally a lodge associated with The White House (76A Darlington Road). This style of lodge development associated with large Victorian properties is also found further along Darlington Road within Hartburn Conservation Area.



Images: 78 Darlington Road and The White House (76A Darlington Road)

Whilst a clearly defined building line is not strictly adhered to along the northern side of Darlington Road, it is evident that properties have been set deeply within their plots creating large front gardens. Properties are predominantly large detached properties set within large plots, whilst generally being two storeys in height there are a number also a number of bungalows along this stretch of road.

Spacing between properties within the character area is fairly extensive; this is particularly relevant for a number of the larger detached properties which sit within larger plots.

Boundary treatment along Darlington Road is one of the defining aspects of the areas character. Generally properties are enclosed by a low red brick wall

or timber fence; with mature trees and hedges serving to define the boundary. This acts to shield properties from the main road.

Plot details

Properties within the character area are typified by long narrow plots. A number of larger plots exist throughout the character area.

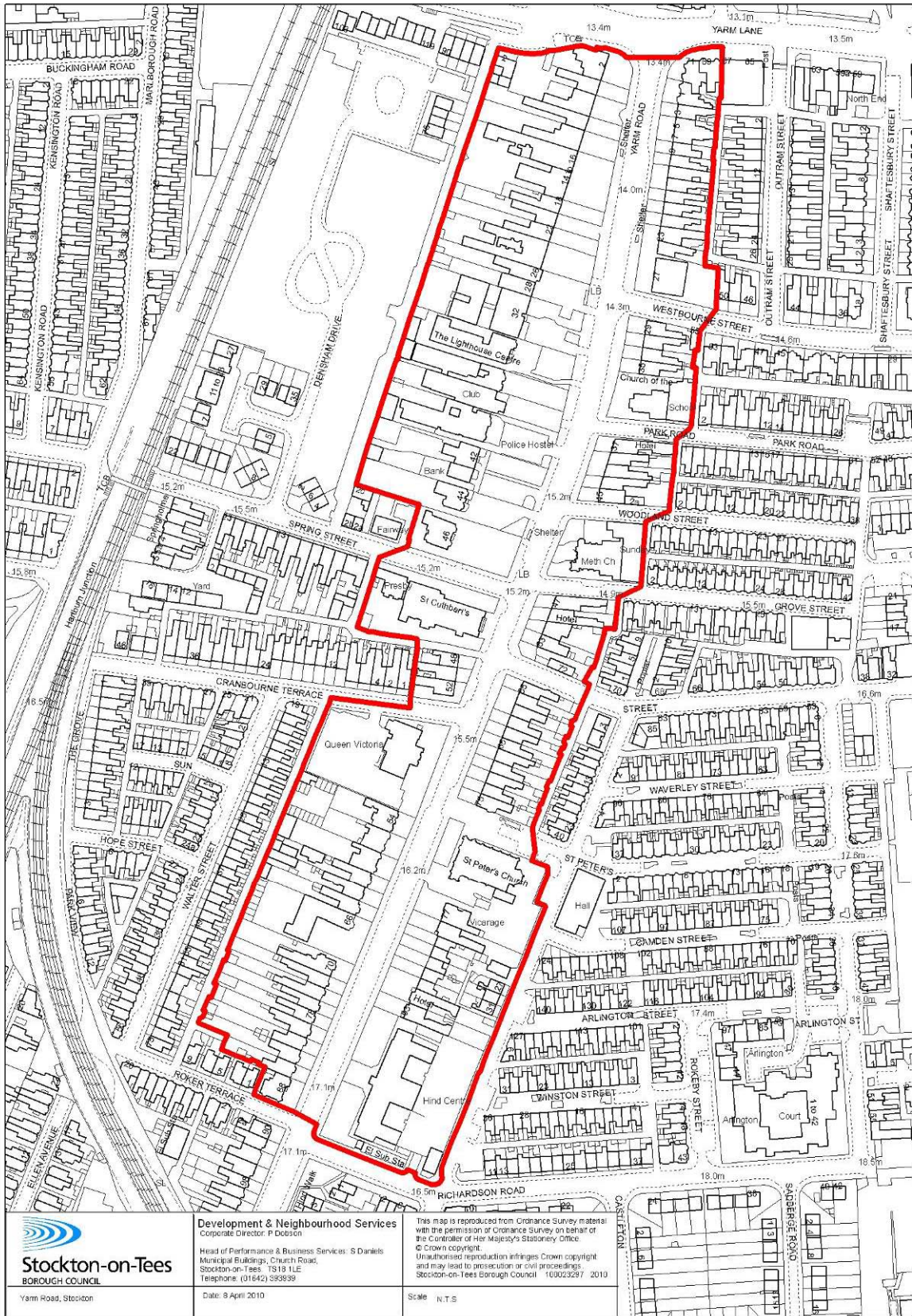
Development pressure and maintaining character

There is evidence of development pressure within the character area, with a number of schemes for backland development being approved within some of the larger detached houses. Further opportunities for backland development may exist. All applications for backland development would be judged on their own merits; however, they should be designed to be out of view and not larger in height, scale or massing than the host dwelling and with a layout which avoids conflict with the host and neighbouring properties.

It does not appear that any opportunities are available for infill development as the street scene is complete and any development between properties would appear cramped and out of character.

Any development should respect the scale, massing and separation of buildings and plots. Any departures from the building line will not be supported. Appropriate forms of enclosure must be incorporated into developments in order to maintain the character of the area, as this is a distinctive aspect of the character area.

8. Yarm Road, Stockton



General Overview and Historic Development

The character area is the closest to Stockton town centre. Many of the character areas are pre-war and inter-war housing characterised by large family houses and set in a spacious environment of mature gardens and specimen trees; Yarm Road character area differs from this and the area has its own unique townscape character with a denser style of development.

Map: Durham Historic Map of Character Area (1857- 61)

At this stage no development within the character area or surrounding area had taken place.

Map: Durham Historic Map of Character Area (1897- 99)

During this period development had spread west from the Town Centre with Yarm Road becoming increasingly established. The street scene to the north of the character area was virtually complete, whilst only modest development is witnessed to the south.

Map: Durham Historic Map of Character Area (1914- 20)

Development along the length of the character area was close to completion by this date. St Cuthbert's RC Church is not present until the 1939-41 Historic Map.

Building/Architectural styles and key buildings



Yarm Road is for the most part large terraced properties. Generally all of the properties within each stretch of terraced properties have similar characteristics, with stretches of two, two and half and three-storey terraces. There are a number of large three-storey detached and semi detached properties on Yarm Road to the north of Spring Street.



Images: Various properties along Yarm Road

Properties are predominantly red brick with slate roofs and typified by tall gables and chimneys and large bay windows. A number of properties are noteworthy for their decorative bargeboards and eaves detailing. As shown in the image below, a number of properties within the character area have two storey bay windows.



Image: 37-45 Yarm Road

There are a number of larger buildings located sporadically within the character area; these include numerous places of worship, Queen Victoria Public House and The Richard Hind Centre.



Images: Yarm Road Methodist Church, St Cuthberts RC Church and St Peter's Church (respectively)

The Richard Hind Centre is first shown on the 1914-20 historic map. Originally an Infant School the building is notable for its linear single storey façade with uniform and decorative detailing.



Image: The Richard Hind Centre (Sure Start)

Street Pattern

A uniform building line is present within the character area. The majority of properties are set back slightly within their plots allowing for parking and small front gardens. To the north west of the character area the building line is rather different with properties being set to the middle of long narrow plots; this has meant that these properties are set back some distance from the main road and have extensive front gardens. The majority of properties within

the north west section of the character area are now business premises and as such the large front gardens have become parking areas for staff and customers.



Image: 55-75 Yarm Road

Plot details

Generally residential plots within the character area are long and narrow allowing for properties to be set back from the main road. Properties to the west side of Yarm Road have longer plots allowing for larger back gardens whilst properties to the east of Yarm Road have much small back gardens and yards.

Property boundaries are typified by low brick walls and in a number of instances hedges; however, this boundary treatment has been removed on many occasions as properties have become more intensively used there has been an increased need for suitable access and parking. Mature trees are present in a number of the more established front gardens.

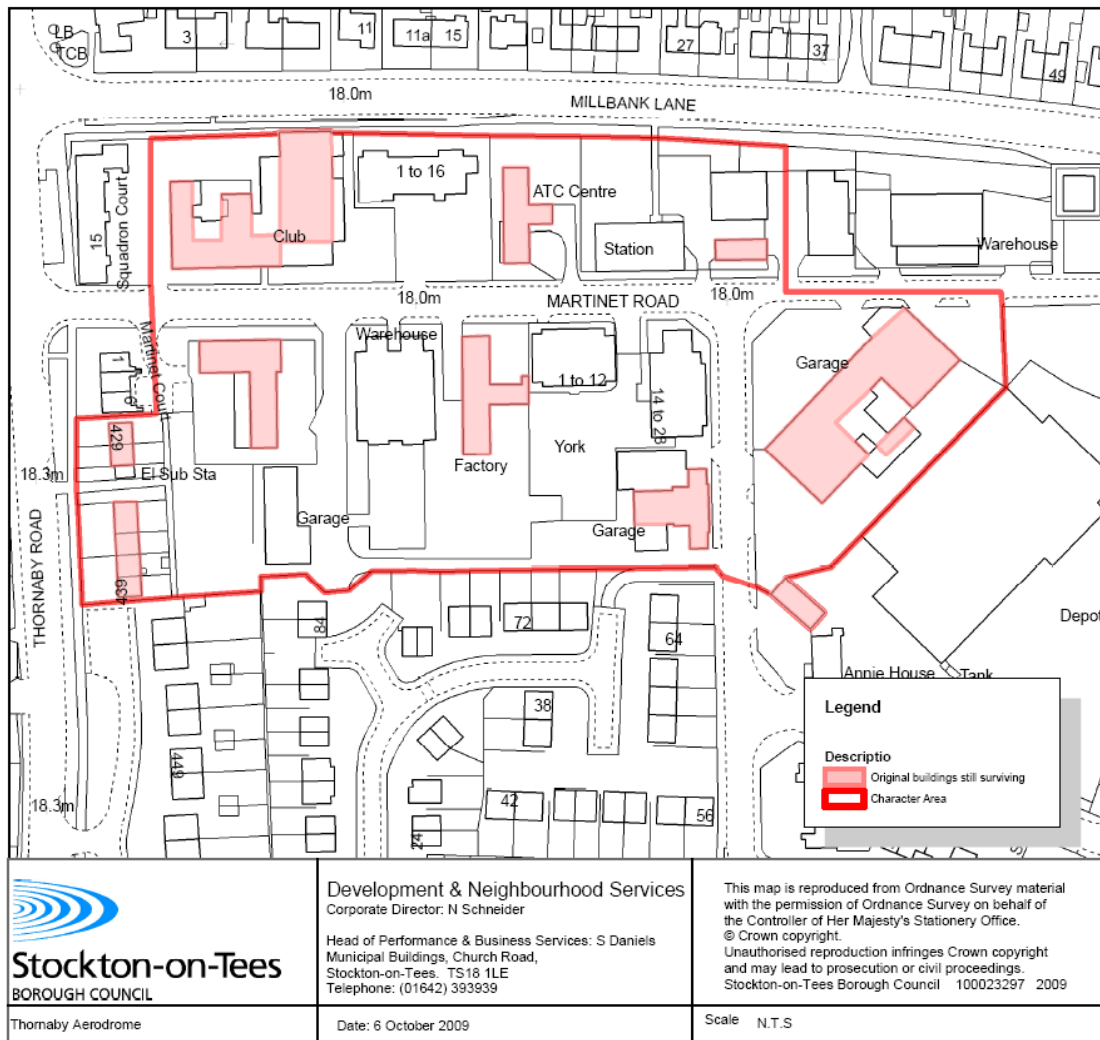
Development Pressure and maintaining character

There does not appear to be any development pressure for infill or backland development within the character area and it does not appear that land is available from type of development which could be undertaken to be in keeping with the scale and massing found within the character area.

Development pressure within the character area is predominantly from the intensified use of buildings. This is generally the result of large residential properties being split into flats or used business premises. It is essential that applications for these uses seek to maintain the unique character of the area and extensions to properties do not detract from the street scene.

9. Thornaby Airfield

General Overview and Historic Development



Thornaby Aerodrome dates back to before the First World War; the airfield remained in service through both World Wars and during the early years of the 'Cold War', finally closing in 1958.

Throughout its life Thornaby Airfield underwent a succession of building and demolition phases. Several buildings still remain to the North West corner of the airfield site and it is this area which forms the boundary of the character area. A number of buildings still remain within the character area and are indicated on the map above; these properties represent the first significant phase of the airfield's growth during the inter-war years.

Building/Architectural styles and key buildings

The remaining properties have historic value as a group with all being built of red brick with slate roofs. Several buildings retain their original windows, sandstone sills, date stones and door surroundings.

The remaining properties include:

| Structure | Date of construction | Current Status/Occupiers | Original function |
|--------------------------------|-----------------------------|---------------------------------|-------------------------------------|
| Dining Room and Sergeants Mess | By 1932 | Snooker Club | Operational, maintenance and stores |
| Barrack Block | 1931 | Army Cadets building | Accommodation |
| Offices and Police | 1937 | Mastercopy Printers | Administration |
| Barrack Block | Early 1930s | Teddy Bear's Nursery | Accommodation |
| Stores and Workshop | Date stone 1931 | M&D Travel Garages | Maintenance and stores |
| Armoury | Date stone 1931 | Douglas Cameron Motor Company | Maintenance and stores |
| Parachute Store | Early 1930s | Office | Maintenance and stores |
| H.B Office and Stores | unknown | Thornaby Police Station | Stores |
| W.O. Married Quarters | Date stone 1933 | Domestic Dwellings | Accommodation |
| Airmens Married Quarters | Date stone 1930 | Domestic Dwellings | Accommodation |

There are a number of pillboxes in the wider area which form part of the airfield. However, given their relationship to the bulk of the remaining buildings they have not been included within the character area boundary.

In 2006 Tees Archaeology undertook an assessment of the historic environment of Thornaby Airfield, this document provides greater detail on the physical characteristics of the area and detail on what survives

The following images of the airfields original buildings are in the same order as the table above.



Images: Dining Room and Sergeants Mess, Barrack Block and Offices and Police



Images: Barrack Block and Stores and Workshop



Images: Armoury and Parachute Store



Images: W.O. Married Quarters and Airmens Married Quarters

Development Pressure and maintaining character

There has been large amounts of development both within and adjacent to the character area within recent years.



Images: Modern development within the character area.

A major ongoing development to the east of the character area has seen the demolition of what was the last surviving hanger (No.1). There is extant permission to the east of the character area at Former S D Print And Design Building, Martinet Road for the erection of 30 one bedroom apartments.

Within the character area there have been two major residential developments, both of which are now complete. They are:

- The construction of a building containing 15 apartment on land between the Snooker Club and Army Cadets building, Martinet Road
- The erection of 2 no. three storey apartment blocks (27 apartments in total). As part of this development two of the Airfields original motor transport garages were demolished.

Any proposals for development within the character area would be required to respect the form, massing and setting of the properties within the area. In addition any proposals must respect the views and vistas of the original properties and layout.

APPENDIX 2

Design Requirements for Backland and Infill Development

1 General design requirements

Local character

The character of an area is made up of a myriad of elements which collectively create a sense of place. Any development must compliment this sense of place by observing and maintaining the elements of the character.

The following list highlights those elements that assist in collectively creating a sense of place, but the list is by no means exhaustive.

- the dominant architectural style
- building materials
- building plot size
- building layout and orientation
- scale and massing within the site
- ratio of building to open space
- means of enclosure
- trees and other vegetation

The remainder of this section goes into more detail on the elements that make up the character of an area. Planning permission will only be granted where the character of the area would be maintained or enhanced.

Stockton-on-Tees Borough Council has a statutory duty to preserve and enhance the historic environment within the Borough. The Borough has a rich built heritage that makes a vital contribution to local character and quality of life of local residents with there being 11 conservation areas and around 500 listed buildings across the Borough. Alongside these statutory designations buildings and areas noted for their local importance; in the form of buildings on the 'local list' and 'special townscape character areas'. The purpose of each is detailed below;

- The **Local List** identifies buildings that are of local interest and offers them a degree of protection against unnecessary and/or damaging development. These buildings do not enjoy the full protection of statutory listing, however will be identified as having interest and townscape value and therefore worthy of retention. The Local List is a material planning consideration when looking at applications for development.
- **Special Townscape Character Areas** are those that have a distinctive character and sense of place. They are well established, have a mature quality and identity that sets them apart from the urban environment as a whole. A report detailing the elements which make up the special character of these areas has been produced in order to facilitate good design and note those areas where more intensive development is not appropriate.

It is essential that proposals take account of the Borough's built heritage and are designed with reference to character appraisals. The Council has

produced SPD4: Conservation and Historic Environment Folder; this document contains a wealth of information covering all aspects of historic sites, buildings and monuments in the Borough.

Architectural design and materials

A firm understanding of the building elements and architectural features that characterise an area must be gained from the outset; this will then be possible to design a scheme that will sit harmoniously with its surroundings. Developments should aim to respect, or interpret, certain predominant features of the area to help it blend with the surroundings and not appear out-of-place.

The choice of materials should be made with regard to the predominant material in the vicinity of the development site – either matching or complimenting existing palettes in terms of type, colour and texture. Introducing completely new materials for the main structure which have no precedent in the area should be avoided, where appropriate alternative materials may be considered.

Plot size

Plot ratio of dwelling size to garden will be respected and proposed building plots should be of similar dimensions to existing plots within the immediate locality. Over-development of a site where dwellings are cramped onto small plots which is out of keeping with the surrounding area will be resisted.

Layout, building orientation and street scene

Site layout should respect the original development of the area with buildings being orientated inline with those in the surrounding area to create uniformity along the street scene. This is particularly important within older established residential areas (in particular special townscape character areas) where a uniformed plot layout and street scene has been created. In essence dwellings should reflect the following elements of adjacent properties;

- Building line
- Height
- Scale
- Massing
- Siting
- Appearance

Where sites have been cleared to accommodate cul-de-sac development on larger plots, it is imperative that the house(s) at the entrance face the road frontage and respect the other elements of adjacent properties identified above.

Designs which are out of keeping with the established street-scene will not be accepted, particularly where a new access is created.

Garden amenity

New developments on parts of large gardens are becoming increasingly common. Gardens are often in excess of what is required for modern lifestyles, many are well beyond the needs of their existing owners and maintenance can be a burden not a pleasure. Notwithstanding this, in some areas large gardens are a defining characteristic of the place, usually where frontage development predominates. In these areas backland development will be resisted.

Garden size should reflect (in size and layout) the type of house that is to be delivered and its locality. The aim is to provide an area of recreational space that is private, sunlit and does not have excessive overshadowing.

The area of private garden space delivered should normally be at least that of the footprint of the house. In areas expressing distinctive character, the garden size may be much larger than the footprint of the house in order to retain the characteristics of that area.

Daylight and overshadowing

Infill and backland development has the potential to detrimentally affect the amount of sunlight reaching the windows and gardens of neighbouring properties. Quantity and arrangement of development should integrate successfully to prevent this.

By blocking direct sunlight from reaching neighbouring properties for the whole or part of the day can have a negative impact on the solar performance of the properties and the quality of life experienced by those living within the property.

Overshadowing is ruled by a myriad of elements including the sun's path through the sky, topography of the site and the size, position and orientation of buildings.

When determining applications for development the Council will assess the effect the proposal will have on the amount of daylight and overshadowing neighbouring properties receive.

Privacy and overlooking (include minimum distances for privacy)

Habitable areas, such as living rooms, bedrooms, kitchens (dining rooms) and certain garden spaces are most sensitive to overlooking. Whilst a degree of overlooking is often unavoidable, the extent of overlooking to a certain space will be assessed in order to ascertain whether this will be acceptable or not.

There should be sufficient separation between the proposed development and existing dwellings to overcome the difficulties of overlooking and disturbance.

The impact of overlooking alters by:

- the distance (window to window);
- the positioning and angle of windows;
- the type of room the window's is for, or overlooks; and,
- the type of glazing installed.

It will be important to assess all of these factors in order to protect neighbouring resident's privacy. In order to maintain a reasonable relationship between the new dwelling and existing property, the minimum distances outlined within the Sustainable Design SPD will normally apply:

Any proposal should sympathetic and reflect the quality of existing surroundings and amenities of neighbours.

Landscaping, trees and hedges

The Council expects any existing landscape feature of value to be maintained within the site, including trees, hedges, significant changes in level or other feature. Preservation of trees and hedges is particularly important along property boundaries or where they have high public amenity value or help maintain privacy.

Proposals that involve significant change to the landscape must be justified, and the Council will expect the relocation or replacement with additional features to compensate any loss to be provided on site. Any landscaping proposed on the site should make use of native species of plants and trees. Landscaping should be designed to avoid creating hiding places to assist in crime prevention.

Certain locations are characterised by particular styles of landscaping.

Proposals should acknowledge the character of the surrounding landscaping and seek to preserve or enhance its appearance accordingly.

Enclosures for new developments should respect the dominant characteristics within an area including materials, heights and design, walls and fences

2 Detailed design requirements for backland development

Design

As the name suggests, 'backland' development is situated in the land (garden area or private open space) behind an existing property. This style of development should be mainly out of view and not larger in height, scale or massing than the host dwelling as it would dominate the host property and interrupt the street scene.

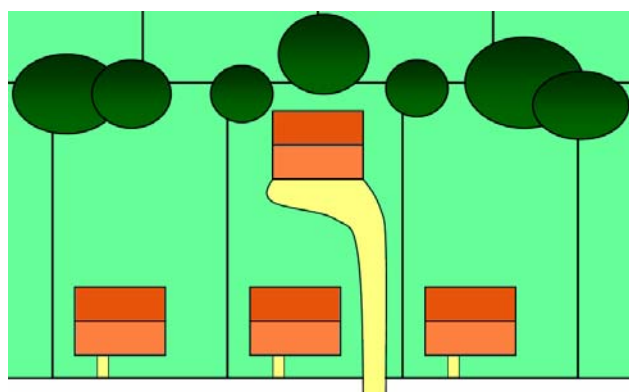
Although 'backland' development should be mainly out of view from the street scene that does not mean that poor quality design will be accepted. It is essential that the design pays consideration to the design requirements identified within the 'general design requirements' section; specifically the layout to avoid conflict with the host and neighbouring properties.

Piecemeal development

Piecemeal is characterized by unsystematic partial measures taken over a period of time. Any development which is likely to be piecemeal and prejudice the potential for the satisfactory development of a larger area will be resisted.

Tandem development

Tandem development is the provision of a new dwelling directly behind the existing, where both properties are served by a shared vehicular access. In most locations tandem development is unacceptable owing to, overlooking, lack of amenity, cramping and the adverse impact on local character. In addition to this the creation of an acceptable shared vehicular access is often unachievable on a site.

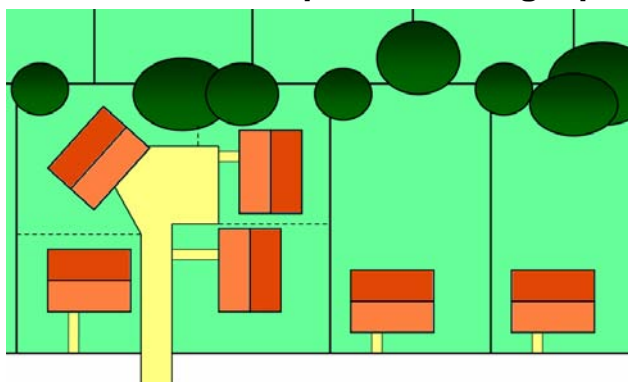


In certain circumstances tandem development may be acceptable. This will generally be on larger plots where adequate separation distances can be achieved along with the other considerations identified above. Development of this nature will only be permitted if there is no possibility of a more comprehensive scheme.

The creation of an additional access alongside that of the host to service tandem development will not be supported, owing to the appearance from the

street scene and safety of pedestrians (see section on 'Backland Access for more detail).

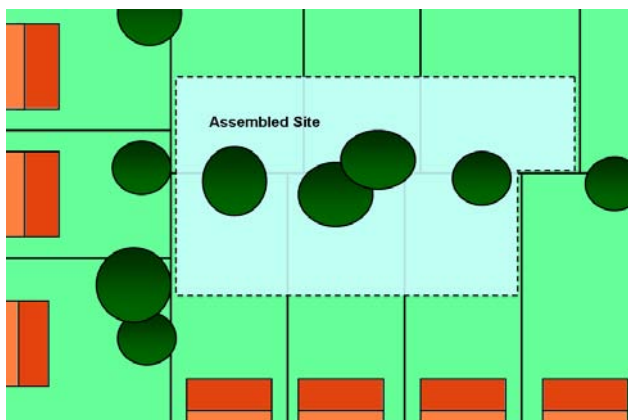
Cul-de-sac development on single plots



The development above is out of keeping with the prevailing street frontage due to the orientation of the dwelling at the entrance.

Site assembly (cul-de-sac/courtyard development)

Site assembly can in certain circumstances be preferable to tandem development, as it may be possible to assemble enough land from a number of rear gardens to enable a small group of houses which are not unacceptable owing to, overlooking, lack of amenity, and cramping.



Any scheme for site assembly which is unacceptable owing to, overlooking, lack of amenity, cramping and the adverse impact on local character will be resisted. In areas of specific local character, the principle of backland cul-de-sac development may be resisted where this type of layout is not a common characteristic of the area.

Backland Access

Backland development in all forms brings with it the problem of access and how to link the development with the existing road network. Access roads must be designed to avoid any adverse disruption to the appearance of the streetscene. Where possible existing access points should be used. The

Council will resist backland development that creates multiple access points where this will have a detrimental appearance on the street frontage.



Image XX: Junction Road (example of a poor quality access to backland development creating multiple access points)

Proposals for the demolition of existing buildings or even parts of a building that would result in a gap between buildings can be possible allowing for circulation space. However, in areas that have a continual street frontage where this forms part of the character of the area, proposals that create gaps will generally be discouraged.

Access routes should be located at an appropriate distance away from existing dwelling so not to have a detrimental effect through noise and visual disruption. It is suggested that minimum separation distance of 3 metres from the edge of the access road to the edge of the nearest effected house, together with the appropriate boundary treatment to screen the access. It may be necessary to increase this separation distance dependant on the location of habitable rooms and frequency of use of the proposed access. Similarly this separation distance may be relaxed at the planning officer's discretion where the nearest part of the house is a non-habitable room.

| Access for 5 dwellings or more | Access for 5 dwellings or less |
|--|---|
| Access must be to an adoptable standard and agreed by the Local Highway Authority. | <p>Must take account of servicing requirements of refuse collection and emergency vehicles.</p> <p>Shared access can be a solution. However, this will generally be resisted.</p> |

In some instances the Council will request that a bin store for backland development is provided to the front of the host dwelling, to enable easy refuse / recycling collection. The bin stores need to be carefully sited and designed so as not to have a detrimental effect on the street-scene or create amenity issues.

3 Detailed design requirements for infill development

Infill and local character

Good design and respect for local character of infill development is essential as it will form an integral part of the street scene. It should re-enforce character of the street by developing in proportion to its neighbouring properties, where architectural features and building materials should be reflected. The key considerations for infill development are:

- Plot width and visual separation
- Building line/frontage depth
- Building height, scale and massing
- Building fenestration, rhythm, detail and materials
- Boundary treatment

These six key considerations are discussed in greater detail within the remainder of this section.

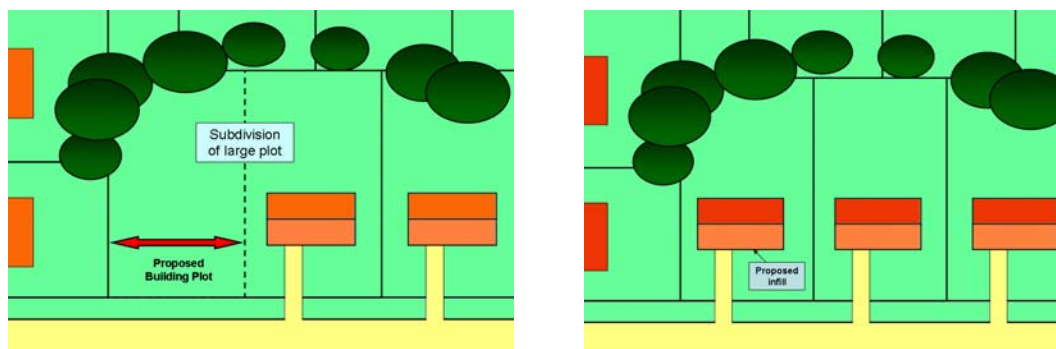
Plot width and visual separation

The width of a plot and the proposed development should be consistent with those in the locality in order to create uniformity along the street scene. This will allow for infill development which is of a similar size of other dwellings in the locality and provide similar spacing to that commonly found on the frontage.

Visual spacing is essential as infill development which is too wide for a plot will create unevenness along the street scene and potentially a sense of cramping and prove detrimental to visual amenity.

Where no separation distance is found along the street scene (e.g. terrace housing), infill development should either have a small separation or join the existing property.

Not every gap in a frontage has the potential to form a suitable infill. In certain circumstances this gap in frontage may afford key views, perform an amenity function or form an integral part of the areas character.



Building line/frontage depth

A prevailing frontage depth is a particular feature of an area which should be respected by infill development in order to provide conformity along the street scene.

A staggered building line is present in certain locations; infill development in this instance should be positioned at a plot depth consistent with this stepping, specifically taking into consideration the frontage depth of the properties immediately adjoining.

Building height, scale and massing

The height, scale and massing should reflect that of the prevailing street scene. This is particularly important on main roads and in areas with a notable distinct character.

Building fenestration, rhythm, detail and materials

The established pattern of windows, projecting bays and recesses should generally be respected, to continue the pattern of frontage character along the street scene. Roof heights and patterns especially prominent features and should be respected.

The choice of materials should be made with regard to the predominant material in the vicinity of the development site – either matching or complimenting them.

Boundary Treatment

Boundary treatment along the frontage should closely match the prevailing in the street scene in terms of height, design and palette of materials, particularly where continuous hedges are present.