



## **Hartlepool Development Corporation Board**

**Date:** Tuesday 28<sup>th</sup> November at 4pm

**Venue:** Hartlepool Civic Centre

### **Membership:**

Mayor Ben Houchen (Tees Valley Mayor)

Sarah Bedford (Independent member)

Simon Corbett (Independent member)

Brenda McLeish (Independent member)

Lisa Molloy (Independent member)

Shane Moore (Independent member)

Steve Turner (Independent member)

Cllr Mike Young (Executive Member for Hartlepool BC)

### **Associate Membership:**

Julie Gilhespie (Group Chief Executive TVCA)

Denise McGuckin (MD, Hartlepool Borough Council)

### **Independent Adviser**

Mark Webster (Chief Constable, Cleveland Police)

## AGENDA

- 1. Apologies for Absence**
- 2. Declarations of Interest**  
Attached
- 3. Minutes of previous meeting**  
Attached
- 4. Chairs Update**  
Verbal
- 5. Chief Executives Update**  
Attached
- 6. Governance Update**  
Report Attached  
*Under the terms of paragraphs 1 & 2 schedule 12a Local Government Act 1972, the appendix to this report is not for publication*
- 7. Planning Update**  
Attached
- 8. HDC Design Code**  
Attached
- 9. Briefing on Middleton Grange Shopping Centre**  
Attached
- 10. Pipeline Update Report**  
*Under the terms of paragraph 3 of schedule 12a Local Government Act 1972, this report is not for publication*
- 11. Middleton Grange Shopping Centre**  
*Under the terms of paragraph 3 of schedule 12a Local Government Act 1972, this report is not for publication*
- 12. Date and Time of Future Meeting**  
18<sup>th</sup> December, 2023 at 4pm

### **Members of the Public - Rights to Attend Meeting**

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting or for details of access to the meeting for disabled people, please contact:  
[tvccagovernance@teesvalley-ca.gov.uk](mailto:tvccagovernance@teesvalley-ca.gov.uk)

## Hartlepool Development Corporation Declaration of Interests Procedure

1. The purpose of this note is to provide advice and guidance to all members of the Development Corporation Board and Audit & Risk Committee on the procedure for declaring interests. The procedure is set out in full in the Development Corporation's Constitution under the "Code of Conduct for Members" (Appendix 2).

### Personal Interests

2. The Code of Conduct sets out in full, the principles on the general conduct of members in their capacity at the Development Corporation. As a general principle, members should act impartially and should not use their position at the Development Corporation to further their personal or private interests.
3. There are two types of personal interests covered by the Constitution:
  - a. "disclosable pecuniary interests". In general, a disclosable pecuniary interest will involve any financial interests, such as paid employment or membership of a body, interests in contracts, or ownership of land or shares. Members have a pecuniary interest in a matter where there is a reasonable likelihood or expectation that the business to be considered will affect your well-being or financial position, or the well-being or financial position of the following persons:
    - i. a member of your family;
    - ii. any person with whom you have a close association;
    - iii. in relation to a) and b) above, their employer, any firm in which they are a partner, or a company of which they are a director;
    - iv. any person or body in whom persons described in a) and b) above have a beneficial interest in a class of securities exceeding the nominal value of £25,000; or
    - v. any body as described in paragraph 3 b) i) and ii) below.
  - b. Any other personal interests. You have a personal interest in any business of the Development Corporation where it relates to or is likely to affect:
    - i. any body of which you are a member (or in a position of general control or management) and to which you are appointed or nominated by the Development Corporation;
    - ii. any body which:
      - exercises functions of a public nature;
      - is directed to charitable purposes;
      - one of whose principle purposes includes influencing public opinion or policy (including any political party or

trade union) of which you are a member (or in a position of general control or management).

### **Declarations of interest relating to the Councils' commercial role**

4. Financial relationships between the Development Corporation and individual councils do not in themselves create a conflict of interest for Council Leaders who are also Development Corporation Board members. Nor is it a conflict of interest if the Development Corporation supports activities within a council boundary. Nevertheless, there are specific circumstances where the Board may consider entering into direct contractual arrangements with a council, for example in relation to a particular commercial investment project, or in which that council is a co-funder. In these circumstances a non-pecuniary declaration of interest should be made by the Council Leader or their substitute.

### **Procedures for Declaring Interests**

5. In line with the Code of Conduct, members are required to adhere to the following procedures for declaring interests:

#### **Register of Interests**

6. Each member is required to complete a register of interests form with their personal interests, within 28 days of their appointment to the Development Corporation. If no declaration is received from elected members within 28 days the matter may be referred to the Head of Paid Service of your local authority and Leader of the political group you represent on your council for action. If a Declaration is not submitted within an appropriate timescale you may be prevented from attending committee meetings. Details of any personal interests registered will be published on the Development Corporation's website, with the full register available at the Development Corporation's offices for public inspection. The form will be updated on an annual basis but it is the responsibility of each member to notify the Monitoring Officer of any changes to the register throughout the year. Notification of a change must be made to the Monitoring Officer within 28 days of becoming aware of that change.

#### **Declaration of Interests at Meetings**

7. The Development Corporation will include a standing item at the start of each statutory meeting for declaration of interests. Where members are aware that any of their personal interests are relevant to an item of business being considered at a meeting they are attending, they must declare that interest either during the standing item on the agenda, at the start of the consideration of the item of business, or when the interest becomes apparent, if later.
8. Where members consider that their interest could be considered by the public as so significant that it is likely to prejudice the members' judgement then they may not participate in any discussion and voting on the matter at the meeting, but may attend the meeting to make representations, answer questions or give evidence relating to the business, before it is discussed and voted upon.

9. If the interest is a disclosable pecuniary interest (as summarised in paragraph 3a) then the member must leave the meeting room during discussion and voting on the item of business, but may make representations, give evidence and answer questions before leaving the meeting room. Failure to comply with the requirements in relation to disclosable pecuniary interests is a criminal offence.

### **Sensitive Information**

10. Members can seek the advice of the monitoring officer if they consider that the disclosure of their personal interests contains sensitive information.



HARTLEPOOL DEVELOPMENT CORPORATION BOARD

14<sup>th</sup> August 2023 @ 4pm  
Hartlepool Civic Centre

*These minutes are in draft form until approved at the next Board meeting and are therefore subject to amendments.*

<b><u>ATTENDEES</u></b>	
<b><u>Members</u></b>	
Mayor Ben Houchen (Chair)	Tees Valley Mayor
Steve Turner	Independent Member
Shane Moore (attended via Teams)	Independent Member
Lisa Molloy	Independent Member
Cllr Mike Young	Executive Member Hartlepool BC
Julie Gilhespie	Associate Member
Denise McGuckin (attended via Teams)	Associate Member
<b><u>Officers and Others in Attendance</u></b>	
Sarah Brackenborough	Head of Operations, TVCA
Victoria Pescod	In-house Lawyer, TVCA
Sally Henry	Governance Officer, TVCA
Chris Ives	R2 Consultants
Neil Westwick	Lichfields
Justine Matchett	Lichfields
<b><u>Apologies</u></b>	
Brenda McLeish	Independent Member
Simon Corbett	Independent Member
Sarah Bedford	Independent Member
Mark Webster	Independent Adviser
Emma Simson	Interim Monitoring Officer, TVCA
Gary Macdonald	Group Director of Finance & Resources, TVCA
HDC 01/23	<b>CHAIRS WELCOME &amp; INTRODUCTION</b>  The Chair welcomed everyone to the meeting of the Hartlepool Development Corporation Board.
HDC 02/23	<b>APOLOGIES FOR ABSENCE</b>



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	Apologies for absence were submitted as detailed above.
<b>HDC 03/23</b>	<b>DECLARATIONS OF INTEREST</b>  There were no interests declared.
<b>HDC 04/23</b>	<b>MINUTES OF PREVIOUS MEETING</b>  The Board reviewed the minutes of the meeting held on 19 <sup>th</sup> June, 2023.  <b>RESOLVED</b> that the minutes of the meeting held on 19 <sup>th</sup> June were agreed as an accurate record.
<b>HDC 05/25</b>	<b>CHAIRS UPDATE.</b>  The Chair advised the Board that he had nothing to update the Board on that was not covered throughout the rest of the agenda.  <b>RESOLVED</b> that the Hartlepool Development Corporation Board noted the update.
<b>HDC 06/23</b>	<b>CHIEF EXECUTIVES UPDATE</b>  The TVCA Chief Executive advised the Board that she had nothing to update the Board on that was not covered throughout the rest of the agenda.  <b>RESOLVED</b> that the Hartlepool Development Corporation Board noted the update.
<b>HDC 07/23</b>	<b>APPROVAL OF CORPORATION SEAL</b>  The Board were advised that the HDC Constitution provides for the execution of documents using the Corporation Seal. The proposed design of the seal was circulated in advance of the meeting.  <b>RESOLVED</b> that the Hartlepool Development Corporation Board approved the Corporation Seal.
<b>HDC 07/23</b>	<b>APPOINTMENT OF HEAD OF PLANNING AND PLANNING SCHEME OF DELEGATION</b>  The Board were advised that HDC is responsible for determining planning applications within the redline boundary of the Development Corporation area.  In line with statutory requirements, HDC were asked to confirm the appointment of a Head of Planning who will be responsible for the provision of its planning function. The Head of Planning will discharge this responsibility by outsourcing the day-to-day planning function for services to Nathaniel Lichfield & Partners.  Board were further invited to approve the Planning Scheme of Delegation for the determination of planning applications. The Scheme of Delegation sets out criteria for those applications that the Board has delegated to the Head of Planning for determination on behalf of the Development Corporation and those which will be reserved for determination by the Board. Applications determined by The Board will be reserved for those:-



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	<ul style="list-style-type: none"> <li>• with 5 or more objections from different households;</li> <li>• with an Officer recommendation which is significantly contrary to current planning policy;</li> <li>• where the ward member has written to the Head of Planning with sound and reasonable grounds because the application substantially affects their ward.</li> </ul> <p><b>RESOLVED</b> that:-</p> <ol style="list-style-type: none"> <li>i. HDC Board confirmed the appointment of Helen Kemp as the Head of Planning for Hartlepool Development Corporation;</li> <li>ii. HDC Board approved the Planning Scheme of Delegation.</li> </ol>
HDC 08/23	<p><b>PLANNING UPDATE</b></p> <p>The Board were provided an update on the delivery of planning services by HDC since planning powers were transferred on 1<sup>st</sup> June 2023.</p> <p>The update included:-</p> <ul style="list-style-type: none"> <li>• Details of the transferred applications which had originally been submitted to Hartlepool Borough Council and have now been transferred across to HDC. Denise McGuckin advised the Board that while Tees Archaeology have been consulted, they sit within Hartlepool Borough Council so their comments will be within the Hartlepool Borough Council response also;</li> <li>• New applications received between 1<sup>st</sup> June and 3<sup>rd</sup> August 2023. The applications have been validated and the statutory consultation will be carried out immediately.</li> </ul> <p><b>RESOLVED</b> that the Hartlepool Development Corporation Board noted the update.</p>
HDC 09/23	<p><b>HARTLEPOOL DEVELOPMENT CORPORATION DESIGN CODE</b></p> <p>The Boards approval was sought for the approval of the draft Hartlepool Development Corporation (HDC) Design Code for publication for a period of public consultation.</p> <p><b>RESOLVED</b> that the Hartlepool Development Corporation Board approved the publication of the draft HDC Design Code for the period of consultation.</p>
<p><b><i>Under the terms of paragraph 3 of schedule 12a of the Local Government Act, the Chair passed a motion to exclude press and public at this stage of the meeting so the Board could discuss matters of a Confidential nature.</i></b></p> <p><b><i>The proposal was made by Cllr Mike Young seconded by Steve Turner</i></b></p>	
HDC 10/23	<p><b>TENDER OF EXTERNAL SERVICES</b></p> <p>The Board were presented a report that provided options for future External Audit services that will cover the period 2023-24 to 2027-28 financial statements.</p> <p>Officers informed the Board of ongoing issues with PSAA appointed auditors which is resulting in significant delays to the publication of audited accounts for all the Local Authorities nationally, and in particular, the Tees Valley region. Whilst this is an unacceptable position TVCA has looked into direct appointment of auditors but</p>

	<p>found that no organisation that is prepared to take on public sector audits is interested in appointments outside of the framework. Board members noted this and expressed concern about the situation, and it was noted that this matter has been escalated nationally.</p> <p><b>RESOLVED</b> that:- the Hartlepool Development Corporation Board approved the recommendations within the report.</p>
HDC 11/23	<p><b>CONFIDENTIAL INVESTMENT PROPOSAL UPDATE</b></p> <p>The Board were provided a further update on a confidential investment proposal.</p> <p><b>RESOLVED</b> that the Hartlepool Development Corporation Board noted the update.</p>
HDC 12/23	<p><b>DATE OF NEXT MEETING</b></p> <p>Monday 25th September, 2023</p>

## CHIEF EXECUTIVE'S UPDATE

### SUMMARY

This report provides an update to the Board on key activity not covered elsewhere on the agenda.

### RECOMMENDATIONS

It is recommended that the Hartlepool Development Corporation Board note the update.

### DETAIL

#### Independent Review

1. On 7 June, it was announced that Angie Ridgwell, Chief Executive of Lancashire County Council had been appointed to lead a review into Teesworks following allegations about the organisation being made by the press and in the Commons.
2. The investigation commenced at the beginning of June, with the panel reviewing TVCA's oversight of STDC and the Teesworks Joint Venture, including consideration of specific allegations made in relation to the Joint Venture, of corruption, illegality and wrongdoing. It is also looking at governance and financial management, reflecting the Government's existing approach to external assurance reviews.
3. In total we have provided more than 700 documents to the panel and have answered more than 185 questions. We understand that the independent review panel's report has now been postponed until mid-December 2023.

## Tees Valley Investment Zone (TVIZ)

4. The government published the Investment Zones (IZ) policy prospectus on 15th March 2023. Tees Valley Combined Authority has been identified as one of eight areas (in England) to work with government to co-develop proposals for a Tees Valley Investment Zone (TVIZ).
5. The TVIZ has been proposed by the Tees Valley Mayor and is being developed by TVCA. TVCA is working closely with Teesside University (as significant research institution/co-signatory) on the Tees Valley Investment Zone.
6. IZ's are aimed at catalysing a small number of high potential clusters in areas in need of levelling up to boost productivity and growth. They will support the development and growth of clusters in order to increase local innovation capacity, attract investment and strengthen the private sector.
7. The total funding available to each IZ is £80m over 5 years (commencing April 2024), with an expectation of 60% match coming from private sector, third sector and local government. This funding can be used flexibly, including a five year tax offer. Places can also receive 100% of the business rates growth in designated sites above an agreed baseline for 25 years.
8. TVCA and TU are currently working with the Department for Levelling Up, Homes and Communities to co-develop the Tees Valley IZ. This is structured around a series of 'gateways' broadly covering vision, sector and economic geography, interventions, governance and delivery.
9. The TVIZ is focused on digital and technology as our priority sector, with identified high growth clusters in Middlesbrough, Hartlepool and Teesside International Airport.
10. TVCA is seeking fully flexible spend of the £80m funding plus Business Rate Retention for dedicated sites. Retained Business Rates will be over and above the £80m. Interventions are being developed from the full policy menu which includes infrastructure, skills, business support, planning and R&D.
11. Co-development of the TVIZ with government continues to move at pace and we are broadly in line with other areas in terms of progress against the 'gateways'. However due to the ongoing Independent Review into Teesworks government is not in a position to make formal decisions or announcements on the TVIZ until this has concluded.

## Forward Plan

12. The Hartlepool Development Corporation Board currently has scheduled meetings in the diary each month up to and including May 2024. Where a planning application decision is required, there is also provision for the Planning Board to meet, as and when required, according to the same monthly schedule. HDC is working on a medium-term financial plan and budget, and this will come to a Board meeting before the end of the financial year.

13. The Board should note that the Tees Valley Mayoral Election takes place in May 2024 and as is standard procedure for all public bodies, the pre-election period will commence during March 2024 (actual date to be confirmed) and ends the day after polling day on 2 May.
14. The basic principle of the pre-election period is not to undertake any activity which could call into question the political impartiality of officers or could give rise to the criticism that HDC/Combined Authority resources are being used for party political purposes.
15. Normal business of HDC can continue over the pre-election period and therefore HDC Board can continue to meet to make routine decisions. It is expected that the HDC Planning Board will continue to meet as normal during the pre-election period, as required, to ensure that routine planning applications can be considered.
16. The Monitoring Officer will issue more detailed guidance to HDC Board members on the pre-election period in due course.

## **FINANCIAL IMPLICATIONS**

17. This report is an update for information only therefore no direct financial implications.

## **LEGAL IMPLICATIONS**

18. This update is for information only therefore there are no direct legal implications.

## **RISK ASSESSMENT**

19. This update is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

## **CONSULTATION & COMMUNICATION**

20. This update is for information only therefore no further consultation and communication is necessary.

## **EQUALITY & DIVERSITY**

21. This update is for information only therefore it does not impact on groups of people with protected characteristics.

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*Under the terms of paragraphs 1 & 2 of schedule 12a of the Local Government Act 1972, the appendix to this report is not for publication*

AGENDA ITEM 6

REPORT TO THE HDC BOARD

28<sup>TH</sup> NOVEMBER 2023

REPORT OF ACTING MONITORING OFFICER

## GOVERNANCE AND APPOINTMENTS – AUDIT

### SUMMARY

This report is divided into three sections, dealing with the following:

1. an update on, and approval in respect of proposals in relation to the Development Corporation's Audit & Governance Committee;
2. approval of and recommendation to Cabinet of the proposed appointments to the Development Corporation's Audit & Governance Committee; and
3. an update to the Board in respect of the Development Corporation's appointment of Auditors.

### RECOMMENDATIONS

It is recommended that the Hartlepool Development Corporation Board:

- i. **approves** the revised proposal to recruit up to five Independent Members to the Development Corporation's Audit & Governance Committee;
- ii. **approves and recommends** that Cabinet ratifies the appointment, to the Development Corporation's Audit & Governance Committee, of the independent member referred to in the Appendix; and
- iii. **notes** the position of the Development Corporation in respect of appointment of Auditors.

1. The Hartlepool Development Corporation (HDC) was established by Order on 27 February 2023.
2. The membership of the Board of HDC was ratified by Cabinet on 28<sup>th</sup> October, 2022.
3. The HDC Constitution was approved by HDC on 20<sup>th</sup> March, 2023.
4. At its meeting on 22 May 2023 the HDC Board approved the recommendation to recruit five independent members to its Audit & Governance Committee.

### **AUDIT & GOVERNANCE COMMITTEE MAKE UP**

5. A recruitment campaign was commenced to seek independent members for the Development Corporation's Audit & Governance Committee. Following a sifting of the applications, suitable candidates were interviewed by Tees Valley Combined Authority Group Director for Finance & Resources and Tees Valley Combined Authority Group Financial Controller.
6. Of those interviewed, subject to the approval of the Board at this meeting and ratification by Cabinet, an appointment was offered to one candidate, the details of which are included in the Appendix. That appointment is considered further in this Report.
7. Members will understand the need to ensure that those appointed to the Development Corporation's Audit & Governance Committee possess the most suitable mix of skills and experience.
8. Following the initial recruitment campaign, there was only one suitable applicant for independent Membership of the Audit & Governance Committee. It is therefore acknowledged that it is likely to prove challenging in the short term to recruit five independent Members to the Audit & Governance Committee, as agreed by the Board at its meeting on 22 May 2023.
9. It is therefore proposed that the Board approves the appointment of **up to 5** independent Members to the Development Corporation Audit Committee, enabling the Audit Committee to be formed with the one independent member detailed in this report and the TVCA Audit Committee Hartlepool Borough Council Member appointed by the Board and approved by Cabinet.
10. The recruitment campaign for Audit & Governance Committee Members will continue in order to attract additional Independent Members, and regular updates will be provided to the Board.

### **AUDIT & GOVERNANCE COMMITTEE – APPOINTMENT**

11. As detailed above, following a recruitment campaign, the Board is asked to approve the appointment of the one Independent Member, the details of which are contained within the Appendix to this Report, to the Development Corporation Audit & Governance Committee.

### **APPOINTMENT OF AUDITORS**

12. At its meeting on 22 May 2023 the HDC Board approved the proposal to opt into Public Service Audit Appointment's (PSAA) Appointing Person scheme under the Local Audit (Appointing Person) Regulations 2015. This means that PSAA has the responsibility to appoint an auditor to both organisations.
13. PSAA ran a competition using its dynamic purchasing system (DPS) to seek an auditor. In parallel PSAA undertook a separate DPS competition to find an auditor for another body in a different part of the country.
14. PSAA did not receive any bids to either competition. PSAA suggested that the ongoing discussions to find a solution to address the audit backlog are creating uncertainty amongst the audit firms, which may have been a factor as to why they did not bid.
15. PSAA met with officers of TVCA on behalf of the Development Corporation on 8 November, in order to provide an update and explain their next steps.
16. PSAA will seek to appoint an auditor from the six firms with a PSAA 2022 audit services contract. They will meet with all firms to explore whether they are able to take on the audits; approaching firms in a logical best fit order.
17. If the approach to the firms is unsuccessful, then ultimately PSAA must notify the Secretary of State (SoS). PSAA has committed to inform officers before they notify the SoS. The SoS has the power to direct an audit appointment. This process is covered by s12 of the Local Audit and Accountability Act 2014.
18. PSAA stated that if their discussions identified a firm that was potentially willing to take on the audit subject to knowing the detail of the backlog solution, that they would pause for a few weeks and then reapproach the firms before notifying the SoS.
19. The likelihood of the requirement to notify the SoS is expected to be remote. TVCA officers will liaise with External audit firms that audit other companies within the TVCA group, to request if the scope can be widened to include the HDC and MDC.

## FINANCIAL IMPLICATIONS

20. The tendering for External Audit services has a risk in respect of fees due to the significant market instability in the Local Government External Audit market as detailed in the Redmond Review. The HDC requires capacity and capability to manage the scope and complexity of activities that it intends to conduct.
21. The delay in appointment of an External auditor should have limited financial impact on the HDC has no external debt and therefore would not be in breach of financial covenants.
22. The delay in appointment of an External Auditor and full Audit and Governance committee has been considered from a financial perspective. The HDC has extensive key financial controls in place to mitigate the risk of material misstatement. Segregation of duties and system controls exist across the financial process.



23. The group External Auditor will be required to perform substantive testing as part of their standard consolidation work. While testing will be to a higher threshold it will partially mitigate the risk.

## LEGAL IMPLICATIONS

24. The proposed make-up of the Audit and Governance Committee in order for it to be formed is compliant with legislation and all other requirements.
25. There are no legal implications of not having an appointed Auditor at this moment in time, but this will be continually reviewed and any risks reported to the Board.

## RISK ASSESSMENT

26. Tees Valley Combined Authority has adopted a group approach to managing risk which is aligned to ISO and Orange Book standards. This approach has been used to successfully identify, manage, and monitor risks across the Group risk portfolios.
27. The risk management framework uses a suite of standard tools and techniques which deliver the effective and efficient management of risk, supported by the implementation of an automated platform, enabling real time reporting to be used in key decision making, driving accountability and delivery of action plans.
28. To date, a Risk Register has been documented to monitor the development and delivery of the Development Corporation.

## CONSULTATION & COMMUNICATION

29. This report furthers previous reports to the Board in relation to Audit & Governance matters.

## EQUALITY & DIVERSITY

30. No impact on equality and diversity is expected as a consequence of the information contained in or the decisions sought pursuant to this report.

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## REPORT OF BUSINESS SERVES DIRECTOR & HEAD OF PLANNING

### PLANNING UPDATE

#### SUMMARY

Responsibility for the determination of planning applications within the Hartlepool Mayoral Development Corporation boundary lies with the Hartlepool Mayoral Development Corporation.

In accordance with the approved Scheme of Delegation several applications have been determined by the Head of Planning through delegated authority.

#### RECOMMENDATIONS

It is recommended that the Hartlepool Development Corporation Board note the updated position of planning service delivery and the status of planning applications submitted for consideration.

#### DETAIL

1. Delivery of planning service functions relating to town and country planning and development control within the Hartlepool Mayoral Development Corporation area is now overseen by the Head of Planning with operational services delivered through Lichfields.
2. Delegated authority has been used by the Head of Planning to determine five approvals, one refusal and three discharge of conditions. Full details will be provided to the Hartlepool Mayoral Development Corporation Planning Board.
3. Local planning authorities in England are required to submit quarterly returns to central government to provide summary information relating to the number and status of planning and related applications in each quarter. Access to complete this process for the Hartlepool Mayoral Development Corporation was provided October 2023 and future quarterly returns will be submitted as required.

4. In April to June 2023, 8 applications were received. In July to September 2023 a further 5 applications were received, during this same period 3 applications were withdrawn.
5. The Head of Planning has received two issues relating to planning enforcement and the matters are currently being investigated.
6. Comments have been provided to the Planning Inspectorate relating to an appeal lodged against a refusal of a planning application. Whilst the planning application was determined by Hartlepool Borough Council prior to HDC becoming the planning authority, the matter is within the HDC boundaries.

**FINANCIAL IMPLICATIONS (you must have this section signed off by the Finance Director )**

7. There are no financial implications.

**LEGAL IMPLICATIONS**

8. Planning Powers were conferred on to the Hartlepool Mayoral Development Corporation on 1 June 2023 giving HDC the power to determine planning applications within the redline boundary.

**RISK ASSESSMENT**

9. This subject matter of this report is categorised as low risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

**CONSULTATION & COMMUNICATION**

10. The subject of this report is a matter for HDC Board information only therefore no additional consultation and communication has been undertaken.

**EQUALITY & DIVERSITY**

11. This report does not impact on groups of people with protected characteristics.

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## **HARTLEPOOL DEVELOPMENT CORPORATION DRAFT DESIGN CODE**

### **SUMMARY**

The purpose of this report is to report back to the Board following the recent public consultation on the draft Hartlepool Development Corporation (HDC) Design Code.

### **RECOMMENDATIONS**

Officers have made a number of amendments to the draft HDC Design Code to take into account the comments received during the consultation process. It is recommended that the Hartlepool Development Corporation Board adopts the updated Design Code.

### **DETAIL**

#### **Background**

1. On 22 May 2023 a Masterplan for HDC was approved by the Board. This set out how HDC intends to accelerate the regeneration of Hartlepool, maximising the potential of its maritime past, manufacturing present and creative future. The masterplan was developed by ARUP, on behalf of HDC, who engaged with stakeholders including Hartlepool Borough Council, businesses, learning providers, transport providers and the voluntary and community sector.
2. Subsequent to this, a Design Code was prepared, as a delivery document to facilitate the delivery of the masterplan objectives, informed by the strategic policy and guidance context. Once adopted, the intention is that the Design Code will be used by HDC in the achievement of its development management functions and it will be a material consideration in the determination of planning applications within the HDC area. The adopted Hartlepool Local Plan will remain the statutory Development Plan for the purpose of Section 38 of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 which require that applications for planning permission must be determined in accordance with the development plan unless materials considerations indicate otherwise.

## Consultee Feedback

3. The draft Design Code was published on the HDC webpage on 15 August 2023 and interested parties were asked to submit their comments on the draft document until midnight on Sunday 24th September 2023. During that period a total of 21 consultee responses were received. The attached schedule contains a full record of comments received on the draft Design Code during the formal consultation period. Comments were subsequently provided by Hartlepool Borough Council and these are dealt with later in this report.

### *Queens Meadow*

4. Of the original 21 consultee comments received, 18 solely raised concerns about the proposal to create a new pedestrian/cycle link between Greatham and the Queens Meadow Business Park. Greatham Parish Council and Greatham residents questioned the need for this link and expressed concerns about the potential for this proposed route to lead to an increase in anti-social behaviour in the village. Following discussions between the Head of Planning and the Head of Transport it has been agreed that this link should be removed. The level of concern significantly outweighed any potential benefits this route might have offered. The Design Code has been amended to omit this route and instead references the potential for the formation of a pedestrian/cycle link from the northwest corner of the business park to link with the existing cycle route along the A689. This could facilitate access to the western side of Queens Meadow for pedestrians and cyclists travelling from the west along the A689 but would have no effect upon residents in Greatham.
5. Comments were received from the Hellens Group which owns a significant proportion of the proposed Queens Meadow Business Park. Their comments referred to the main site access and the need to improve the visibility of the site from the A689 in order to help with re-identifying the Business Park. To address this, it was suggested that the landscape buffer should be reduced in this location to enable some form of built development to be accommodated at the site entrance. This would be in accordance with the adopted Local Plan which allocates this entire area for high quality employment use.
6. The existing grassed mounds at the site entrance are a legacy of the original business park design. They are as likely to have been proposed as a design solution to accommodate surplus soil than for aesthetic reasons although the bund on the eastern side of the access road also helped provide a buffer to the adjacent residential property (now vacant) at Highfield Farm. The opportunity exists to allow some high quality built development in this location to provide a 'gateway' feature at the entrance to the business park whilst retaining an attractive landscaped frontage. Therefore, the Design Code has been amended to clarify that limited built development would be supported in this location.

### *Hartlepool Civic Society*

7. A comment from the Hartlepool Civic Society expressed concern that the Design Code appeared to show the removal of the former Binns building, which is a listed building. This was not the intention and the draft Design Code has

been amended to make it clear that the plan is not to remove the former Binns Building. Rather, it shows an improved route and public realm at the northeast of the site with the Binns Building acting as an urban marker.

8. Reference was also made to the apparent loss of the community hub on the east of York road. The Design code is intended to set out an urban design language for the site, not identifying every individual building unless it is a clear heritage asset or particularly defined as an opportunity in the masterplan which the community hub was not. The Design Code does not propose the demolition of this building but simply indicates it as lying within an area with development potential. It is not considered that any amendment is required to this part of the Design Code.
9. Finally, the Civic Society notes that the Design Code did not specifically reference the existence of a landscape buffer along the western edge of Queens Meadow. The document has been updated to include this annotation.

### **Feedback from Hartlepool Borough Council**

10. On 2 October 2023 Hartlepool Borough Council provided its comments on the draft Design Code. Due to the length of these comments, they are not included in the schedule but are provided as a separate document. These comments are welcomed by HDC and where appropriate have been addressed through amendments to the Design Code.
11. The HBC comments start by noting that the development plan for the Development Corporation Area is still the 2018 Hartlepool Local Plan and that any deviation from that plan should be fully justified. Concerns are expressed that the Design Code conflicts with the development plan and that this is confusing. It is suggested that a statement confirming the weight that the Design Code has would be helpful. A statement to this effect was already included at the end of the document but for clarity, additional text has been added to the introduction section.
12. HBC references the fact that the Design Code doesn't reference any specific policies from the adopted Hartlepool Local Plan. This is intentional as the Local Plan remains the starting point for decision making in accordance with its role as the statutory development plan. The purpose of the Design Code is not to reiterate these policies but to provide a clearer understanding of the type and nature of development that will be supported by the HDC through the planning process.
13. In relation to the Character Assessment Reviews and Coding Plans, HBC comments that the plans include land outside of the HDC area. This is intentional as it is important that these are included to provide context. The suggestion that conservation area boundaries and listed buildings are identified in this section has however been actioned.
14. It is suggested that Development Principle HDC5 (Natural Environment Protection and Enhancement) should be strengthened to make clear that consideration and mitigation must be given to potential impacts of development which extends outside the masterplan area (not just within) including through

recreational disturbance to protected areas and nitrate enrichment issues. It also notes that there is limited reference to key areas of Biodiversity Net Gain, Net Zero, and no reference to nutrient management. These are statutory requirements which are mandated through national planning policy and legislation and which must be demonstrated through all relevant planning applications not just those within the HDC area. For that reason, it is not necessary for it to be duplicated within the Design Code.

15. Reference is made to the description of the site of the vacant cinema building on Raby Road as 'the Old Cinema Site' and the failure to reference that this is a listed building. This has been addressed in the updated Design Code which makes clear that the formation of a new public space in this location could still be achieved with the retention of some or all of this building. A note has also been added to reference the fact that the existing leisure centre site is to close following recent announcements about the commencement of work on the replacement Highlight Leisure Centre.
16. Likewise the comment about the apparent loss of the former Binns Building has been addressed by means of an amendment to clarify that the plan is not to remove the listed building. Rather, it shows an improved route and public realm at the northeast of the site with the Binns Building acting as an urban marker.
17. The HBC Heritage comments sought the inclusion of more detailed descriptions of the historic character of the areas within the Design Code. The Design Code has been amended to add in references to key historic character areas and specific buildings of historic interest (i.e. listed) where appropriate.
18. The HBC comments query the proposal for development of up to 120 dwellings per hectare (dph) in the proposed Urban Village on the basis that this figure has not been justified. Typical density levels are established in the National Model Design Codes for specific Area Types, with urban neighbourhoods supporting up to 60-120dph. The Urban Village site is a high quality, well connected opportunity area with potential to accommodate development at the upper end of this scale (the approximate site area of the Urban Village is 2.4ha, equating to up to 290 homes). Consequently, no amendment has been made to the 120dph figure.
19. On the subject of Queens Meadow Business Park, HDC comments that the proposal in the Design Code for residential use is contrary to the adopted Local Plan and the loss of the employment allocation needs to be justified. It notes that the principles in the Local Plan Policy EMP2 should be referenced. In this regard it is important to note that the adopted HDC Masterplan (April 2023) recognises the challenges associated with the delivery of Queens Meadow and reflects the delays in bring forward the site, in its entirety, for commercial use. As a response, the Masterplan makes clear that part of the site could be re-dedicated for the provision of high quality residential development. This does not detract from the primary use intended for Queens Meadow, and the Masterplan makes clear that the remaining land available to the south is for the delivery of new commercial / employment space. The Design Code simply builds upon this adopted strategy, offering the opportunity for the delivery of new homes in a sustainable location.

20. Policy HDC1 (General Strategies) outlines the 'Grey to Green' strategy which runs throughout the adopted Masterplan and the Design Code and this includes support for new tree planting. HBC however comments on the absence of specific detailed guidance on tree planting within each of the Coding areas (in terms of species, sizes etc). It is not the role of the design Code to provide such prescriptive advice. Decisions on tree planting and other forms of landscaping will need to be taken by developers on a site by site basis and presented for consideration as part of the planning application process. Thus, in response to these comments no changes are proposed to the Design Code.
21. In relation to Policy HDC2 (Movement and Connectivity) HBC suggests the addition of two further bullet points dealing with public rights of way and the improvement of pedestrian and cycle route connectivity within the HDC area. These have been added to Policy HDC2.
22. There were a series of comments from HBC Highways. In response, an amendment has been made to the proposal for Middleton Grange to clarify that the intention is not to create a **new** a dedicated pedestrianised crossing point from Victoria Road/Stockton Street to Church Street but to suggest improvements to the streetscape and existing crossing point where possible (and when not affecting traffic flow) so that there is a better visual connection between Middleton Grange and Church Street. For example, the use of lighting and artwork could help the two areas feel connected and improve the nature of the crossing for pedestrians.
23. Following consideration of the HBC comments, the proposal for the formation of a new pedestrian or vehicular crossing over the railway line from Mainsforth Terrace to Fleet Avenue has been amended to refer solely to the provision of a pedestrian bridge. It is acknowledged that the delivery of a vehicular crossing in this location would be problematic.
24. References have been included throughout the document to the provision of adequate car parking, including electric charging points, in association with new development.

### **Updated Design Code**

25. All the comments received during the consultation process have been given due consideration and an updated version of the Design Code prepared. This is now provided for Board approval.

### **FINANCIAL IMPLICATIONS**

26. The purpose of this report is to seek Board approval to adopt the amended Design Code as outlined. There are no direct financial implications arising from this report.

### **LEGAL IMPLICATIONS**

27. Planning Powers were conferred on to HDC on 1 June 2023 giving HDC the power to determine planning applications within the redline boundary. Local Plan making powers still sit with the Council and any development within the HDC redline boundary area must be in line with the Local Plan, unless material considerations indicate otherwise. The Design Code will be a material consideration in the same way as the adopted HDC masterplan.



## **RISK ASSESSMENT**

28. The subject matter of this report is categorised as low risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

## **CONSULTATION & COMMUNICATION**

29. This report seeks Board approval for the adoption of the amended Design Code.

## **EQUALITY & DIVERSITY**

30. This report does not impact on groups of people with protected characteristics. The Design Code has been prepared following guidance in the National Model Design Code to ensure the creation of safe, inclusive and accessible communities.

**Name of Contact Officer: Julie Gilhespie**

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**Hartlepool Design Code**  
Public Consultation Responses Tracker

Type	Type	Date	Stance	Concern	Comments
	Helens Group	24-Sep-23	Generally Support	We would note in relation to the chapter on movement, the provision of a link to "High Street" would be difficult to deliver due to third party land ownership.	<p>We are emailing in relation to the above consultation, specifically in relation to the land at Queens Meadow.</p> <p>In general, we are generally in support of the content included within the Design Code.</p> <p>We would note in relation to the chapter on movement, the provision of a link to "High Street" would be difficult to deliver due to third party land ownership.</p> <p>In relation to the use chapter, there are viability challenges associated with the delivery of employment space across the region and we are supportive of the inclusion of alternative uses being welcomed to support the wider delivery of the industrial estate.</p> <p>In relation to area "M1", this is a visible entrance to the site but currently lacks any distinctiveness. Some form of built development in this location such as gateway buildings could enhance the identity of the site and visibility from A689, so we would request that the landscape buffer is reduced in this location to allow for such development and help with re-identifying the Business Park.</p>
	Hartlepool Civic Society	23-Sep-23	Feel positively		<p>Hartlepool Civic Society feel positively towards the proposed Design code and are heartened that this should prevent poor future design and in fact protect our historical heritage. We would be keen to collaborate and work with the various bodies associated with the Master Plan and look forward to further communication and involvement.</p> <p>We have made some specific comments below regarding various aspects of the Design code</p> <p>The Strategy specifically aimed at Grey to Green is both needed and welcomed, however as residents we are already aware that green spaces frequently become a hot spot for anti social behaviour and hope that the necessary steps are taken to prevent this in the future. In addition a costed, effective and long term management plan must be put in place prior to any of these improvements being initiated. Litter, fly tipping and poor maintenance are a problem within the Borough already, despite the best efforts of an overstretched Street Cleansing team in conjunction with the many volunteers. The necessary funding and resources must be in place and managed long term for these green areas to enhance and not detract from the overall effect.</p> <p>Development Principle HDC6 is very much welcomed by Society members. For too long now poor Planning Committee decisions have been made which were against Officers recommendations and this has led to some appalling destruction of our heritage assets. We look forward to seeing a consistent approach and a restoration of Civic Pride.</p> <p>In an assessment done many years ago Civic Society highlighted the need to turn the shopping centre from inward looking with brick walls facing the town to a more outward looking, inviting facade. We are pleased to see this as part of the proposal. One area of concern is the old Binns building which is a significant heritage asset. It is shown in the Master Plan however it would appear to be missing from the drawings in the Design Code. We hope this is purely an oversight and that it has been recognised as an important and integral part of our town heritage. Also in the section devoted to Middleton Grange. The reference to high quality materials which reflect the adjacent heritage assets such as the Hartlepool Cooperative Society, Grand Hotel and Wesley Chapel buildings is very welcome even if diluted with 'where possible'. When Middleton Grange was built an opportunity was missed to make the most of the site by using these key landmark buildings to create architecturally inspiring spaces and focal points of civic pride - hopefully we would do better in the future.</p> <p>We are pleased see the bridge to connect Church Street and Marina this has been suggested by Hartlepool Civic Society members since the initial regeneration! Care needs to be taken when implementing "greening" in Church Street. Within the very recent past large trees that obscured the architecture were removed. Any further "greening" must compliment the historic environment rather than obscure it as has happened with the magnificent portico of The Wesley.</p> <p>Given the Church Street facade of the new Art College we find it interesting that the Code recommends avoiding "Materials which do not complement the current streetscapes within the Creative Industries Cluster i.e. extensive use of glass, timber"</p> <p>For both Oakesway and Queens Meadow the photographs of building styles and open spaces seem less aspirational than for residential and retail town centre sites.</p> <p>Also is should be noted, with regards to Queens Meadow, that the Local Plan states no more than 25% coverage of each developable site with buildings, we trust that this will not be exceeded.</p> <p>There appears to be two omissions from the plans in the Design Code which were clearly defined in the Master Plan: East side of York Road - the library seems to have disappeared Queens meadow no note that west of site is rural/agricultural and buffer?</p>
	Resident	11-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	I strongly object to any plans to put a footpath or cycle path from queens meadow to greatham high street. I also object to any future plans to make this a road and fully support greatham parish council in their objections to you.
	Greatham Resident	10-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	Please can you log my objection to the possibility of cycle path / footpath (or road) in the future the goes from queens meadows to the High Street in Greatham.
	Resident	10-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<ul style="list-style-type: none"> <li>- This proposed link directly cuts across arable farmland (actively farmed) which lies on the outer border of the village between the village and the town.</li> <li>- On the map there is no guidance to where the path would join the High Street, there are houses in the area which are not identified on the schematic drawing.</li> <li>- The proposed pathway cannot be part of the national cycleway as it exits from Greatham Village goes across A689 towards the fens.</li> <li>- There is an existing pathway/cycleway running alongside the A689 which links the Queens Meadow site to the national Cycleway at Sappers Corner.</li> <li>- There have been historic problems with quad bikes riding across the field causing damage to crops and noise to local residents. Providing a pathway between Queens Meadow and the High Street could potentially increase this antisocial behaviour.</li> <li>- Despite a 20mph speed limit set along High Street Greatham this is rarely adhered to in fact the stretch between the village of Greatham and Sappers Corbner are used as a racing speedway. Extra pedestrians fed from the pathway will put pedestrians at risk.</li> </ul>
	Greatham Resident	10-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>Please take this email as my objection of the plans to introduce a road or cycle path through the field from Queens Meadow to Greatham high street / front street as outlined in the document and drawings.</p> <p>As a resident of Greatham, I feel this road or cycle track is absolutely unnecessary as there is an existing cycle track running parallel along the A689 already, and would create more traffic in the village and a potential for crime as already we have issues with quad bikes coming through the field where the road or path is planned.</p>
	Greatham Parish Councillors	07-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>The current consultation is flawed in its failure to directly consult with organizations such as Greatham Parish Council, a statutory planning consultee. Your consultation is not easy to access and when it is the links do not work. The consultation only offers an e-mail for consultation responses - a postal address should be provided for those without e-mail access. Your stated desire to "engage and communicate openly with the Hartlepool community" is failing. You also state that "people are central to a sense of place" which we wholeheartedly agree with, but the corporation states "in establishing this masterplan we have met representatives from communities, businesses, educators and charities". Greatham has not been consulted. Once again it would appear the rural community has been overlooked as we have not been contacted.</p> <p>The road that was shown linking Greatham High Street and Queens Meadow has caused alarm and would be totally unacceptable. The increasing in vehicle movements, including considerable quantities of commercial traffic, on a quiet largely residential village street would be detrimental to the quality of life of the community. Despite being told this was an error and one map has been corrected, the road still appears on other maps in the design code consultation and other Development Corporation documents. Greatham Parish Council therefore object in the strongest possible terms to any suggestion of a new road between Queens Meadow and Greatham.</p> <p>Regarding the same location being used as a cycle/pedestrian path. Consideration would need to be given to the impact such a proposal would have on the function of the agricultural business. Farms on urban edges already have increased difficulties including off-road bikes which have plagued this area. Such a route appears pointless as there is an existing cycle and pedestrian route nearby alongside the A689. An access to this in the north-west corner of the Queens Meadow site would be all that is required. If the Development Corporation is serious about improving connectivity, and safety, a bridge over the A689 at Sapper Corner to carry National Cycle Route 14 over the busy dual carriageway would be a better use of the money. This would also be in line with Hartlepool Rural Neighbourhood Plan Policy T2 Improvement and Extension of the Public and Permissive Rights of Way Network (1) New bridges over the A19 near Elwick and over the A689 near Greatham suitable for pedestrians, cyclists and equestrians. The Neighbourhood Plan was produced following 6 years community consultation and a referendum.</p> <p>In the consultation document under Queens Meadow use it is stated "alternative development such as residential (where appropriate) (U1) will be welcomed where it will support the wider delivery of the industrial estate".</p> <p>Confirmation is required that this alternative residential development is to be restricted only to that shown to the north-east side of Queens Meadow indicated U1 on the map.</p> <p>Hartlepool Local Plan, which was developed with considerable community consultation, includes policy EMP2 which deals with the development of Queens Meadow and provides guidance on how it should be developed. The Parish Council expects this community consulted policy to be adhered to. We would particularly expect the promised "high quality landscaping, including restoration, creation or enhancement of wildlife habitats and/or woodland planting are provided as appropriate to the surrounding natural environment, particularly on the main road frontages and along the boundary closest to Greatham village" be honoured. While welcoming a new woodland edge to the south and provision of biodiversity improvement opportunities (NI) we would hope the best use is made of existing mature planting and biodiversity. We would expect to see the gap in the woodland edge between Enterprise Court and the boundary with Greatham to be planted with the woodland planting as promised by policy EMP2. General industrial development and warehousing (falling within classes B2 and B8 of the Town and Country Planning) will only be allowed away from Greatham village frontages.</p> <p>Both Hartlepool Local Plan and Hartlepool Rural Neighbourhood Plan were formulated after considerable and far more inclusive public consultation. It is not unreasonable for all involved to expect that policies thus formulated to be adhered to. The appropriateness of introducing the proposal of such a route, which is outside the Development Corporation Area, in a design code is questionable.</p>
	Greatham Resident	07-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>This is in relation to the proposed development of the Queens Meadow site referred to in the Hartlepool Development Design Code.</p> <p>I need to raise the following as areas of concern in relation to the document:</p> <p>The schematic drawing shows a link pathway from the Queens Meadow site linking to The High Street Greatham Village.</p> <ul style="list-style-type: none"> <li>• This proposed link directly cuts across arable farmland (actively farmed) which lies on the outer border of the village between the village and the town.</li> <li>• On the map there is no guidance to where the path would join the High Street, there are houses in the area which are not identified on the schematic drawing.</li> <li>• The proposed pathway cannot be part of the national cycleway as it exits from Greatham Village goes across A689 towards the fens.</li> <li>• There is an existing pathway/cycleway running alongside the A689 which links the Queens Meadow site to the national Cycleway at Sappers Corner.</li> <li>• There have been historic problems with quad bikes riding across the field causing damage to crops and noise to local residents. Providing a pathway between Queens Meadow and the High Street could potentially increase this antisocial behaviour.</li> <li>• Despite a 20mph speed limit set along High Street Greatham this is rarely adhered to in fact the stretch between the village of Greatham and Sappers Corbner are used as a racing speedway. Extra pedestrians fed from the pathway will put pedestrians at risk.</li> </ul> <p>In addition when the Queens Meadow site was developed there was a caveat that a green boundary of trees be place along the side of the site facing towards Greatham village. This has not been fully complied with, there is no green boundary provided along the full length of the site, this should be amended in any future plans.</p> <p>I formally object to the proposed link path/cycleway between the Queens Meadow Site and the High Street in Greatham. I would like my concerns raised in relation to this pathway when any further discussion of this is raised.</p>
	Greatham Resident	07-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>To whom it may concern in relation to the proposed development of the Queens Meadow site referred to in the Hartlepool Development Design Code.</p> <p>I would like to raise the following as areas of concern in relation to the document:</p> <p>The schematic drawing appears to suggest a link path/cycleway from the Queens Meadow site linking to The High Street Greatham Village.</p> <ul style="list-style-type: none"> <li>• This proposed link directly cuts across arable farmland (actively farmed) which lies on the outer border of the village between the village and the town.</li> <li>• On the map there is no guidance to where the path would join the High Street, there are houses in the area which are not identified on the schematic drawing.</li> <li>• The proposed path/cycle way would not be part of the national cycleway which already exits from Greatham Village goes across A689 towards the fens.</li> <li>• There is an existing pathway/cycleway running alongside the A689 which links the Queens Meadow site to the national Cycleway at Sappers Corner.</li> <li>• There has been historic problems with quad bikes riding across the field causing damage to crops and noise to local residents. Providing a pathway between queens meadow and the High Street could potentially increase this antisocial behaviour.</li> </ul> <p>In addition when the Queens Meadow site was developed there was a caveat that a green boundary of trees be place along the side of the site facing towards Greatham village. This has not been fully complied with, there is no green boundary provided along the full length of the site, this should be amended in any future plans.</p> <p>Therefore I formally object to the proposed link path/cycleway between the Queens Meadow Site and the High Street in Greatham. I would like my concerns raised in relation to this pathway/cycleway when any further discussion of this is raised.</p>

Public Consultation Comments	Greatham Resident	07-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>To whom it may concern in relation to the proposed development of the Queens Meadow site referred to in the Hartlepool Development Design Code.</p> <p>I would like to raise the following as areas of concern in relation to the document:</p> <p>The schematic drawing appears to suggest a link path/cycleway from the Queens Meadow site linking to The High Street Greatham Village.</p> <ul style="list-style-type: none"> <li>This proposed link directly cuts across arable farmland (actively farmed) which lies on the outer border of the village between the village and the town.</li> <li>On the map there is no guidance to where the path would join the High Street, there are houses in the area which are not identified on the schematic drawing.</li> <li>The proposed path/cycle way would not be part of the national cycleway which already exits from Greatham Village goes across A689 towards the fens.</li> <li>There is an existing pathway/cycleway running alongside the A689 which links the Queens Meadow site to the national Cycleway at Sappers Corner.</li> <li>There has been historic problems with quad bikes riding across the field causing damage to crops and noise to local residents. Providing a pathway between queens meadow and the High Street could potentially increase this antisocial behaviour.</li> </ul> <p>In addition when the Queens Meadow site was developed there was a caveat that a green boundary of trees be placed along the side of the site facing towards Greatham village. This has not been fully complied with, there is no green boundary provided along the full length of the site, this should be amended in any future plans.</p> <p>Therefore I formally object to the proposed link path/cycleway between the Queens Meadow Site and the High Street in Greatham. I would like my concerns raised in relation to this pathway/cycleway when any further discussion of this is raised.</p>
	Greatham Village Resident	07-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>To whom it may concern in relation to the proposed development of the Queens Meadow site referred to in the Hartlepool Development Design Code.</p> <p>I would like to raise the following as areas of concern in relation to the document:</p> <p>The schematic drawing appears to suggest a link path/cycleway from the Queens Meadow site linking to The High Street Greatham Village.</p> <ul style="list-style-type: none"> <li>This proposed link directly cuts across arable farmland (actively farmed) which lies on the outer border of the village between the village and the town.</li> <li>On the map there is no guidance to where the path would join the High Street, there are houses in the area which are not identified on the schematic drawing.</li> <li>The proposed path/cycle way would not be part of the national cycleway which already exits from Greatham Village goes across A689 towards the fens.</li> <li>There is an existing pathway/cycleway running alongside the A689 which links the Queens Meadow site to the national Cycleway at Sappers Corner.</li> <li>There has been historic problems with quad bikes riding across the field causing damage to crops and noise to local residents. Providing a pathway between queens meadow and the High Street could potentially increase this antisocial behaviour.</li> </ul> <p>In addition when the Queens Meadow site was developed there was a caveat that a green boundary of trees be placed along the side of the site facing towards Greatham village. This has not been fully complied with, there is no green boundary provided along the full length of the site, this should be amended in any future plans.</p> <p>Therefore I formally object to the proposed link path/cycleway between the Queens Meadow Site and the High Street in Greatham. I would like my concerns raised in relation to this pathway/cycleway when any further discussion of this is raised.</p>
	Greatham Resident	06-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>After reading the altered proposals of firstly a road link then walking/cycle routes.</p> <p>I feel if you do this then you have opened a circular route enabling off road motorcycles having a free hand to ride from fens etc ! Riding the high street then onto the Queens meadow ! The more/unfortunately/openings being built the more we the community have to endure with teenage endeavours from dangerous sports in and out of village..</p> <p>Please do not link at all , as your aware we do have a suitable cycle route along side the dual carriageway Lastly ! Should you have money to spare ! I can think of lots more worthwhile ways to spend it.</p>
	Greatham Resident	06-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>I attended a special Greatham Parish village meeting on Monday the 4th of September 2023 and was dismayed to hear that plans are in place to create a pedestrian and cycle access route from Queens Meadow business park through to Greatham High Street, this will cut through productive farmland. My concerns are that this will encourage more anti social behaviour from quad bikes, mopeds, electric scooters etc accessing our village and causing more dangerous issues, considering we have a high population of elderly residents.</p> <p>I have been out and checked this morning that there is in place a perfectly good cycle and walking track from Queens Meadow along the A689 and I cannot see a need for incurring extra expense to provide a duplicate track running parallel with it. In these uncertain times why build on productive farmland when we are all being encouraged to look after the environment and cut down on food miles. Greatham Village already pay a premium on HBC council tax, which is extremely high in this area, therefore, I don't think it should be squandered on what seems to be a vanity project. Greatham Village is an historic village, and we feel that HBC are set to enclose it within the bounds of Hartlepool and take away our individuality.</p>
	Greatham Village Resident	06-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>To whom it may concern in relation to the proposed development of the Queens Meadow site referred to in the Hartlepool Development Design Code.</p> <p>I would like to raise the following as areas of concern in relation to the document:</p> <p>The schematic drawing appears to suggest a link path/cycleway from the Queens Meadow site linking to The High Street Greatham Village.</p> <ul style="list-style-type: none"> <li>This proposed link directly cuts across arable farmland (actively farmed) which lies on the outer border of the village between the village and the town.</li> <li>On the map there is no guidance to where the path would join the High Street, there are houses in the area which are not identified on the schematic drawing.</li> <li>The proposed path/cycle way would not be part of the national cycleway which already exits from Greatham Village goes across A689 towards the fens.</li> <li>There is an existing pathway/cycleway running alongside the A689 which links the Queens Meadow site to the national Cycleway at Sappers Corner.</li> <li>There has been historic problems with quad bikes riding across the field causing damage to crops and noise to local residents. Providing a pathway between queens meadow and the High Street could potentially increase this antisocial behaviour.</li> </ul> <p>In addition when the Queens Meadow site was developed there was a caveat that a green boundary of trees be placed along the side of the site facing towards Greatham village. This has not been fully complied with, there is no green boundary provided along the full length of the site, this should be amended in any future plans.</p> <p>Therefore I formally object to the proposed link path/cycleway between the Queens Meadow Site and the High Street in Greatham. I would like my concerns raised in relation to this pathway/cycleway when any fu discussion of this is raised.</p>
	Greatham Village Resident	06-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>To whom it may concern in relation to the proposed development of the Queens Meadow site referred to in the Hartlepool Development Design Code.</p> <p>I would like to raise the following as areas of concern in relation to the document:</p> <p>The schematic drawing appears to suggest a link path/cycleway from the Queens Meadow site linking to The High Street Greatham Village.</p> <ul style="list-style-type: none"> <li>This proposed link directly cuts across arable farmland (actively farmed) which lies on the outer border of the village between the village and the town.</li> <li>On the map there is no guidance to where the path would join the High Street, there are houses in the area which are not identified on the schematic drawing.</li> <li>The proposed path/cycle way would not be part of the national cycleway which already exits from Greatham Village goes across A689 towards the fens.</li> <li>There is an existing pathway/cycleway running alongside the A689 which links the Queens Meadow site to the national Cycleway at Sappers Corner.</li> <li>There has been historic problems with quad bikes riding across the field causing damage to crops and noise to local residents. Providing a pathway between queens meadow and the High Street could potentially increase this antisocial behaviour.</li> </ul> <p>In addition when the Queens Meadow site was developed there was a caveat that a green boundary of trees be placed along the side of the site facing towards Greatham village. This has not been fully complied with, there is no green boundary provided along the full length of the site, this should be amended in any future plans.</p> <p>Therefore I formally object to the proposed link path/cycleway between the Queens Meadow Site and the High Street in Greatham. I would like my concerns raised in relation to this pathway/cycleway when any fu discussion of this is raised.</p>
	Greatham Resident	05-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>I attended a special parish council meeting last night at the Greatham Village Hall. This meeting was called because of the Village concerns over the possibility of a road being linked from Queens Meadow Business Park through farmland to exit at Greatham High street. This of course has caused an outrage within the village and the safety concerns of extra traffic accessing the A689 from Greatham High Street, this busy junction has been dangerous for many years, even with the traffic lights.</p> <p>A member of the Parish council told us that "The design Code had been incorrectly labelled as a road, and in fact is going to be a potential walking/cycle path, linking to the existing national cycle path. My objection is the fact that there is already a walking and cycle track along the A689 which leads into Greatham village. Why is money being allocated to create another? We cannot get the potholes in the roads in the Village repaired, which are a danger to cyclists and walkers alike. The creation of this linkway will cut through private farmland which is fully utilised and is our only green space between our village and the rest of the town. We already have major issues with quad bikes accessing through Queens Meadow, and then accessing this private land illegally, causing damage and anti - social behaviour. Having this walking and cycle path is going to cause even more problems with this situation. On regular occasions the land is used for shooting vermin, to protect the crops. This could be a potential Health and Safety issue to the public using a walkway through farmland (HDC has a duty of care to the public).</p> <p>Does HDC have to go through HBC's Planning Portal if this potential walk/cycle path is to be followed through so that objections from villages be heard and taken into consideration?</p> <p>Our other concerns are that if this goes ahead then this could then lead to the addition of an access road through the top of our village.</p>
	Resident	05-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>I would like to lodge an objection to the cycle path from queens meadow to Greatham High Street</p>
	Greatham Resident	05-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>The Queens Meadow plan is bizarre bordering on ridiculous. A footpath from a business site over two fields that are currently farmed, leading to no where in particular except for onto a badly maintained existing footpath that is half a mile from village amenities one way and a narrow poorly lit overgrown path leading to the a689 on the other. Who is it for? What is it for? And why? Any chance of young families with pushchairs, people with poor mobility, those using mobility scooters wheelchair etc using the planned path to enjoy the nature of this planned public green space is negligible. Would cyclists really use it? Would employees walk to work from Greatham on it? It would need a lot of people employed from the village to justify the establishment and maintenance of a path. You are 50 years too late - it might have worked when the steelworks were there but not now.</p> <ul style="list-style-type: none"> <li>&gt; It is also a Path that runs very close to two residential properties.</li> <li>&gt; What happened to the buffer zone for the village or does this no longer exist?</li> <li>&gt; Who owns the land? Are they being paid to put a path in between farmed fields?</li> <li>&gt; This leads me to believe the 'path' is a red herring and the ultimate plan should be the 'path' go ahead is to make way for residential building in the near future.</li> <li>&gt; Is the design code it actually states that alternative development i.e. residential would be welcomed (U1 but I have to find what U1 is in any of the plans) so I feel my scepticism is justified.</li> <li>&gt; The design plan was in Discussion with Cleveland Police?? - did they provide any stats or figures for the number of times illegal quad bikes come over the fields from Queens Meadow onto the High Street?? We hear them and have camera evidence of this activity during the night.</li> <li>&gt; A cycle path? Do the national cycle network really think this is necessary? Do they even know?</li> <li>&gt; If the intention of the design code is to enhance quality of place, improve social, economic and environmental well being it needs a lot more explanation as to why building more units on a site that has many vacant buildings already, it has not been planted and screened as was previously agreed and</li> <li>&gt; Putting a 'path' in is not going to its business attractiveness or meet these objectives/intentions.</li> <li>&gt; As it stands the overall plan has no purpose and does not enhance or improve anything for the residents of Greatham or the Hartlepool</li> </ul>
	Greatham Resident	05-Sep-23	Object	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>Following a meeting in our community centre yesterday I feel I must protest at the proposal of a new path from Queens Meadow into Greatham. It is a gross misuse of funds as it would run parallel to a road not 500 yards away serving the same purpose. The money earmarked for this purpose could be used in a more useful manner.</p>
	Greatham Parish Council Chair	29-Aug-23	Observations only	Footpath/cycleway from the Queens Meadow site linking to The High Street Greatham Village	<p>I was very surprised to discover maps indicating a link road between Queens Meadow and Greatham High Street. Such a road will have a significant impact on Greatham village but there has been no consultation on this suggestion with either of the groups I chair. It does seem an odd thing for a Design Code to introduce. In order for the Parish Council to respond to the consultation which closes on the 10th Sept, a special meeting has been called for Monday 4th Sept. at 6pm. I would like to ask where the idea of this road has come from and what the purpose of the road would be? The meeting is open and if someone from the Development Corporation would like to attend the meeting to explain they would be welcome.</p>
	Hartlepool Resident	16-Aug-23	Observations only		<p>I look forward to the proposed improvements to Hartlepool. Parking charges and restrictions on parking are a major problem. After spending a great deal of money on improvements to Church Street there are no changes to the amount of time car owners are allowed to park. 30 free minutes is not enough time to go to a restaurant ,shop or even to see an exhibition in Christ Church. I realise that the council relies on parking charges but it is obvious that the town centre is struggling to compete with the free parking offered at TeesBay and Marina Way. Free parking is essential in order to stop this decline .</p> <p>Litter is another huge problem and if there were no volunteers in Hartlepool picking up what must be tons of litter every year I shudder to think how Hartlepool would look. Better enforcement is needed and companies like Mc Donalds, KFC etc should be made responsible for cleaning within a certain radius of their business .</p> <p>I hope we can look forward to a rejuvenated town and make us residents proud to live here .</p>

Comments on the Hartlepool Development Corporation design guide

Planning

HBC officers have viewed the design code, by way of assistance and it should be understood that any comments or lack of comments from HBC are not binding upon any future applications submitted.

The development plan for these parts of Hartlepool is the 2018 Local Plan and it is that plan that allocates land uses within the borough. Any deviation from that plan should be fully justified.

There are concerns that a document has been published that conflicts with the development plan for the borough and there is no evidence base behind it at this stage. Not only is this confusing for the public and stakeholders but if decisions are made and the correct weight is not attributed to the 2018 Local Plan then any legal challenge on that basis is likely to succeed. The Local Plan holds weight in planning terms whereas masterplans do not so this needs to proceed with caution.

A statement confirming the weight that this design code has would be helpful. **ALREADY INCLUDED AT PAGE 82**

There doesn't appear to be any reference to Hartlepool Local Plan policies (policy EMP2, etc.) or guidance (SPD's) which should be referenced.

**Character Assessment review**

**Page 10 Character Assessment Raby Road** no reference to listed building which are significant in this area. Reference to the Raby Road (old engineers club) flatted development approval should be considered here.

**Page 12 Character Assessment Middleton Grange** reference should be made to the listed buildings and Church Street Conservation Area which extends into north east corner.

**Page 14 Character Assessment Creative Industries Cluster** reference should be made to the listed buildings and Church Street Conservation Area.

**Page 15** land use typo northern studios is to the east of the site.

**Page 16 Character Assessment Town to Sea** area defined in plan includes large areas which are not within the HDC area. For the avoidance of any confusion should the defined area confine itself to the HDC boundaries though reference could be made to the wider area, or it be stated that the defined character area includes areas outside the HDC area? Add a statement at the start to the document to caveat that areas just outside the boundary of the HDC area are shown for context.

**Page 18 Character Assessment Urban Village** plan includes large areas which are not within the HDC area. For the avoidance of any confusion should the defined area confine itself to the HDC boundaries though reference could be made to the wider area, or it be stated that the defined character area includes areas outside the HDC area? Reference should be made to the Church Street Conservation Area and listed buildings.

**Page 19** description of boundaries inconsistent with plan, it is defined by Church Street to the south?

**Page 20 Character Assessment Oakesway Growth** plan includes a small area along Winterbottom Avenue which is not within the HDC area. For the avoidance of any confusion should the defined area confine itself to the HDC boundaries though reference could be made to the wider area, or it be stated that the defined character area includes areas outside the HDC area?

**Page 22 Character Assessment Queens Meadow Growth** plan includes the fire station though there is a dotted line around it, key should be included to say not within HDC area.

## **CODING PLAN**

**Page 27** as above the areas defined by the coding plan includes areas which are not within the HDC area. (For the avoidance of any confusion it should either confine itself to the HDC boundaries).

**Page 27, 5 Urban Village.** Very high density. Potential for 120 dwellings per hectare? **Where does this figure come from?** No reference to a specific density in the detailed guidance section, suggest reference to a specific density figure is deleted or justified?

**Page 31 Land Assembly** would suggest that this is not relevant to a design code document, the intention of the HDC is noted and supported but the text is not relevant in this document.

**Page 35 Ecology** reference should be made setting out that consideration and mitigation must be given to potential impacts of development which extends outside the masterplan area (not just within) including through recreational disturbance to protected areas and nitrate enrichment issues. It would be prudent to include reference to BNG requirements.

## **RABY ROAD**

**Page 41-45** the old cinema is listed but that is not mentioned in context, what consideration of its significance/loss has taken place views of relevant bodies should be sort.

## **MIDDLETON GRANGE**

**Page 47** Wilkinson's (Hartlepool Cooperative Society and Wesley Chapel) **reference to the Conservation Area which extends into north east corner should be made.**

**Page 50** The listed Wilkinson's building plan appears to have been replaced by public space/access without narrative explaining this project. **Already amended this**

## **TOWN TO SEA**

**Page 69 plan** includes large areas which are not within the HDC area. For the avoidance of any confusion should the defined area confine itself to the HDC boundaries though reference could be made to the wider area, or it be stated that the defined character area includes areas outside the HDC area?

## **URBAN VILLAGE**

**Page 68 plan** includes large areas which are not within the HDC area. For the avoidance of any confusion should the defined area confine itself to the HDC boundaries though reference could be made to the wider area, or it be stated that the defined character area includes areas outside the HDC area?

## **OAKESWAY GROWTH AREA**

**Page 74 plan** includes a small area along Winterbottom Avenue which is not within the HDC area. For the avoidance of any confusion should the defined area confine itself to the HDC boundaries though reference could be made to the wider area, or it be stated that the defined character area includes areas outside the HDC area?

## **QUEENS MEADOW**

Residential use contrary to current local plan the loss of employment allocation would need to be justified.

Local plan policy EMP2 (Queens Meadow Business Park) includes specific design requirements which have not been included within the design code. The principles in the LP policies should be given due regard and applicant directed to the overarching principles within the development plan for the area.

- The Middleton Grange development principle lacks any focus on Wilkinson's which is a key focus with the aim being to bring that back to life with real connectivity and enhance it as a Heritage Asset.
- The HDC5 development principle doesn't take account of coastal disturbance and how that will be mitigated. We should be emphasising our coastal assets.

- The creative cluster development principle almost seems silent on the real heritage assets of Church Street, the setting makes the development so should intertwine.

### Document layout/design

The photo on page 33 shows the unauthorised removal of the dormer window above twisted ginger that we are awaiting a start date on the appeal on. **Not the best photo in that context – please replace.**

### Consultations advice

Strongly recommend Greatham PC are consulted as they have always been sensitive in respect to development at the QM Business Park. **Already Done**

**Development Principle HDC1** Emphasises tree planting as a way of greening the town and supporting the move towards net zero. This would also link into HDC5 in supporting measureable net gains in biodiversity. Trees are then scarcely mentioned throughout the rest of the masterplan and the document would be more user friendly and give a clearer vision for what is intended for the sites if trees were included in the “we recommended...” and “We recommend that you avoid...” sections with what is intended for each site. This will provide guidance on what the treescape for that intended area is to look/ work like, for example:

- Indication of whether native species or more climate resilient species are intended for the character and longevity of the site.
- What the final intended tree size is to be whether that is large, medium or small intended final size and this can then inform species selection.
- Intended use for the trees such as feature trees, autumn colour, fruit or flowering for ecology, year round leaf coverage etc.
- Type of planting intended and whether it is street/ footpath lined pit planted trees, open space planted trees, green belts etc.

Trees will be one of the slowest and longest time investment parts of most developments due to purely how long they take to establish and mature into their environments. Therefore providing this extra information for each area will ensure that the end product/trees are designed cohesively with the future vision, longevity and intended use of the sites in mind.

### Countryside access officer

Development Principles HDC3 – Movement & Connectivity.

- **Protecting and where possible, enhancing all relevant Public Rights of Way and the King Charles III England Coast Path National Trail that fall within the perimeters of the zones outlined within this Design Code.**
- **Improve and/or create pedestrian and cycling route connectivity within all zones as well as to and from these 7 Zones.**

Descriptions should follow clearly with what is then expected and how areas will be enhanced, such expectations from applicants should be given more prominence in the design code to ensure they are no afterthoughts.

Sustainability is a keystone requirement for the Government and HBC, design has a major impact on travel choices people make and thus sustainability principles should be better set out in this design code.

### Heritage

#### **Raby Road Character Area Assessment:**

The Odeon is a prominent buildings within this character area, it is a significant large property with a distinctive character, reference to it should be made here especially as any development within its vicinity will have to have due regard to it. **Not required as Masterplan assumes Odeon is demolished.**

**Middleton Grange Character Area Assessment:**

There are a number of significant buildings within this area which hint at the past character of the area and provide an opportunity to shape the future character of the space, namely Grand Hotel, Former Wesley Chapel, Former Binn's Building and on the periphery, Former Co-op Building. These all play a role in creating the sense of place in this area and should be referenced within this section.

While it is acknowledged that Victory Square is not within the HDC boundary, it does note that this is 'a public square with greenery but little biodiversity and points of interest.' Given the local importance of this space with a war memorial at its centre and a place for reflection this description appears out of place in what is a key green space.

This space includes Church Street Conservation Area in par and reference to it should be made.

**Creative Industries Cluster Character Assessment:**

The area is central to the story of Hartlepool as the old commercial centre which has shaped the town as it is today. In particular it has in recent times seen clearance with original streets wiped away shaping the development now seen on the ground. Reference to this would go some way to explain the current state and visual appearance of this area.

As above part of this area is within Church Street Conservation Area. Whilst two distinct areas they both comprise a significant space within the centre of the town and in particular the link between the two should be referenced.

**Urban Village Character Assessment:**

It is mentioned that this is the 'historic docks area' and evidence of this is in the two listed buildings (Dock Office and Customs House) which remain and should be noted.

**Development Principle HDC6: Historic Environment**

It is welcomed to see these positive principles with regard to the historic environment. Given the sentiment within this it would be helpful to include within the character assessment descriptions information on the historic character within these areas in order to reinforce this.

It is hoped that the sentiment regarding the 'appropriate regeneration of key and underutilised listed buildings' will stretch to those vacant buildings within Church Street which are not listed, however play a significant role in creating the character of the area.

**Raby Road Proposals:**

Page 41 – it is suggested that this area can be defined as a 'leisure community and health and wellbeing hub'. Whilst the presence of the football club is noted it is significant that the existing HBC leisure centre will be replaced elsewhere in town with a more rounded and holistic approach within the new building addressing the health and wellbeing needs of the community. Consideration should be given as to how these two areas will complement each other.

Page 41 – the proposals to look at opportunities to green this area is welcomed, it is noted that the intention would be to support community gardens or urban allotments. There are currently 1000 allotments in Hartlepool therefore the requirement for further allotment stock in this location is questioned and if this would be the most productive way to increase biodiversity in this instance.

Page 42 – it would appear that the proposal is to demolish the Odeon and create a public open space. This is contrary to development principle HDC6 within this document which states there will be, ‘appropriate regeneration of key and underutilised listed buildings’

**Middleton Grange Proposals:**

Page 47/48 – as mentioned earlier linked to the HDC boundary, the enhancement of Victory Square needs to be balanced alongside the nature of the memorial which sits in the centre of this space. The enhancement of frontages around the square (P1) are welcomed and would integrate this green space into the street scape.

Page 49 – the proposal to activate the frontages of the shopping centre (ID10) is welcomed, as is the proposal to take cues from heritage assets within the area. It should be noted that Wilkinson’s within the former Binns Building is another key heritage asset within this space, and it is asserted that development principle HDC6 would be relevant in this instance with proposed works enhancing this key listed building.

**Creative Industries Cluster Proposals:**

Page 53 – agree with the analysis of the context and the proposal that there is an opportunity to reinforce the grid of streets which once existed. The document should provide more context to this to give an understanding of the previous development which could guide future proposals.

Page 54/55 – the sentiments on these pages with regard to the design and materials are welcomed.

Within this area is Scarborough Street where private investment is slowly revitalising a number of vacant buildings. Given the concentrated area this has the potential to make a real difference and will provide an attractive space off Church Street. Whilst not a main thoroughfare this document would be an opportunity to reinforce the character of that area in future development.

**Town to Sea Proposals:**

Page 59 – it is welcomed that the heritage of the area is acknowledged noting the ‘Old Town’ has been eroded however this would be more meaningful if additional context regarding this is provided.

**Urban Village Proposals:**

Page 65/66 – there remains two listed buildings within this area which are a legacy of the maritime industry in this area. In detailing the context of the space, it would be pertinent to reference these as the ‘Built Form’ guidance suggested new development should be informed by these.

Overall the document lacks detail and does not provide a thorough analysis of the spaces which it covers both from a historic development perspective and as it is viewed now. As a result the policies lack the necessary information to ensure that development within the area reflects the unique character of the place.

**Highways**

**Raby Road – the A179 has been amalgamated with the A689 to make the A679.**

Car parking for development to be on street – the guide should set out that sufficient parking should be available to accommodate development, 2 spaces per property in many instances and that electric charge points should be incorporated into design. If parking is on street then parking bays to be provided and carriageways should be suitable width.



Reference should be made to the high traffic activity on match days and that such events should still be able to successfully operate if current parking areas are reduced.

**Middleton Grange** – same as above should be A689.

What is a dedicated pedestrian crossing point? More clarity should be given, the A689 / Victoria Road junction is already at critical levels of traffic movements, anything that reduces traffic flow at this junction will have severe implications on congestion. Improvement to pedestrian connectivity would need be overpass / underpass. Although the underpass was in operation previously but unpopular, due to lack of maintenance and longer route across road.

**Creative industries Cluster** – Prioritise pedestrian access along Church Street has been done. There are wider footways and minimum width carriageway, with several pedestrian crossing points. What in addition to this is being proposed, more clarity could be given.

**Town to the sea** – M2 not sure what purpose this would serve, considering the significant costs involved in implementing a new level crossing and traffic signal junction.

Where residential developments are served by on street parking electric charging points should be incorporated and sufficient on street parking areas should be created and reference to this should be within the code.

**Urban Village** – should be A179 and A689.

Where residential developments are served by on street parking electric charging points should be incorporated and sufficient on street parking areas should be created and reference to this should be within the code.

**Oakesway Growth** – Off street parking to secondary / back of house areas where possible – experience as shown that residents don't like parking at the rear of properties and will park at front on carriageway for security / access reasons. In addition such parking options are contrary to the local plan and residential design SPD. This option should be removed.

**Queens Meadow** – Off street Parking to secondary / back of house areas where possible – experience as shown that residents don't like parking at the rear of properties and will park at front on carriageway for security / access reasons. If this type of parking is to be implemented the possibility of parking at the front should be removed. In addition such parking options are contrary to the local plan and residential design SPD. This option should be removed.

#### Ecology

The document is attractive, well presented and hopefully will give an aspiration for developers to work together in Hartlepool. However, the document does not holds together well. There are some good comment in the initial sections, but these are not reflected in the images and design drawings. Lots of mention of SuDS and ponds and pocket parks, but these are not shown and there are no 'examples' in the images.

There is limited mention / reference to key areas of Biodiversity Nett Gain, Net Zero, and no reference to nutrient management.

HDC5, HDC6 and HDC7 lack detail.

Development principle HDC5 is weak as it suggests that protection and enhancement is linked only to designated and non-designated sites. Non-designated sites are not defined, are these all sites? What is meant by measurable gains? These principles should be clear on what is required. There are no objectives, themes and very limited in comparison to the

other policies. There is no reflection of these principles in the later discussions for each of the zones.

It is understood that this is a 'guide' and not intended to be absolute, however in the interests of providing clarity and guidance more detail could be provided.

Suggest that HDC demonstrate best practice by including in their guidance that biodiversity features be built into the fabric of new build (and retro-fitted into existing buildings), especially bird and bat boxes.

Reference should be made that European Sites outside the Masterplan area could be adversely affected (SPA and Ramsar, and also SSSI) must also be protected, most likely via Habitats Regs, particularly mitigation for nutrient neutrality and increased recreation disturbance issues.

Better clarity could be provided setting out that the HDC must not only support proposals that demonstrate measurable gains in biodiversity but they must insist on them, this is currently within the NPPF but from November 2023 under new legislation (although it is not currently clear at what scale developments will trigger the need for a minimum of 10% BNG). A 'small schemes' Biodiversity Metric has been issued which will be relevant for some proposals.



Ryder

**Hartlepool Development Corporation  
Design Code**



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# Introduction

# Introduction

**The Hartlepool Development Corporation ('HDC') is a statutory body created to drive forward the regeneration of Hartlepool. Chaired by the Tees Valley Mayor, the HDC includes representatives from both the public and private sector who will be responsible for overseeing the transformation of Hartlepool into a 21st century maritime town where people choose to live, work and visit.**

The purpose of this Design Code is to support the HDC in exercising its planning functions, particularly in respect of the determination of certain planning applications. The adopted Hartlepool Local Plan remains the statutory Development Plan for the purpose of Section 38 of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 which require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Design Code is intended to aid in the delivery of investment and provide greater support for new development in the area by providing guidance and principles that will give developers and investors a clearer understanding of the type and nature of development that will be supported by the HDC through the planning process. It should be read in conjunction with the HDC Masterplan, which further supports the transformation of Hartlepool and seeks to drive the continuing investment in projects, programmes and development activities. Together the Masterplan and Design Code will be material considerations in the determination of planning applications within the HDC area.

The primary intention of this Design Code is to enhance the quality of place and improve the social, economic and environmental well-being of the HDC area through clear design guidance. It provides a specific steer on the form of development which will be encouraged and supported by the HDC, with an overarching view of delivering healthy, safe, green and distinctive development.

This Design Code has been prepared in discussion with Cleveland Police. It has been prepared in accordance with the National Model

Design Code, which provides detailed guidance on the production of design codes and policies to promote successful design.

The Design Code has been prepared by Lichfields and Ryder Architecture. Lichfields is the UK's pre-eminent town planning consultancy and has been at the forefront of planning and development since the company was founded in 1962. Lichfields is the UK's pre-eminent town planning consultancy and has been at the forefront of planning and development since the company was founded in 1962.

Ryder Architecture was established in Newcastle upon Tyne in 1953, and now has a team of over 300 passionate people in Newcastle, London, Glasgow, Liverpool, Manchester, Hong Kong, Vancouver, and Amsterdam, reinforced by global connectivity through the Ryder Alliance. It delivers pioneering architectural and design services across a diverse portfolio of sectors. Its goal is simple – 'to improve the quality of the world around us and, in doing so, improve people's lives.'



# Scope of Code

This Design Code has been prepared in accordance with guidance set out within the National Model Design Code, published in June 2021. The National Model Design Code forms part of the Government's planning practice guidance, setting out design considerations which local planning authorities will be expected to take into account when developing local design codes.

This Design Code provides over-arching principles to guide decisions as to new development in the area. It then provides more locational-specific principles and recommendations for development proposals in specific focus areas with identified shared characteristics and ambition.

The document does not seek to stymie innovation and new-thinking, therefore it is not unnecessarily prescriptive. It serves to provide a roadmap for guiding developers and investors to quick and successful outcomes. A Masterplan has already been prepared for the HDC area centred around a series of focus areas which each have different stakeholders and contributors, different timescales and creative different benefits individually and collectively.

In line with the guidance provided within the National Model Design Code, a character assessment has been conducted for each of the focus areas identified as part of the overall masterplan. The character assessment identifies the geographic context of the site to establish specific area types, with focus on network and movement, boundaries, environmental, and land use.

Design codes have then been developed for each focus area, building on the masterplan vision and individual character assessments. Each of the design codes establishes five principles in line with the National Model Design Code; nature, built form, identity, public space, and use. This is followed by a series of key recommendations, both for and against, for each focus area, with design parameters and a suggested material and identity palette.



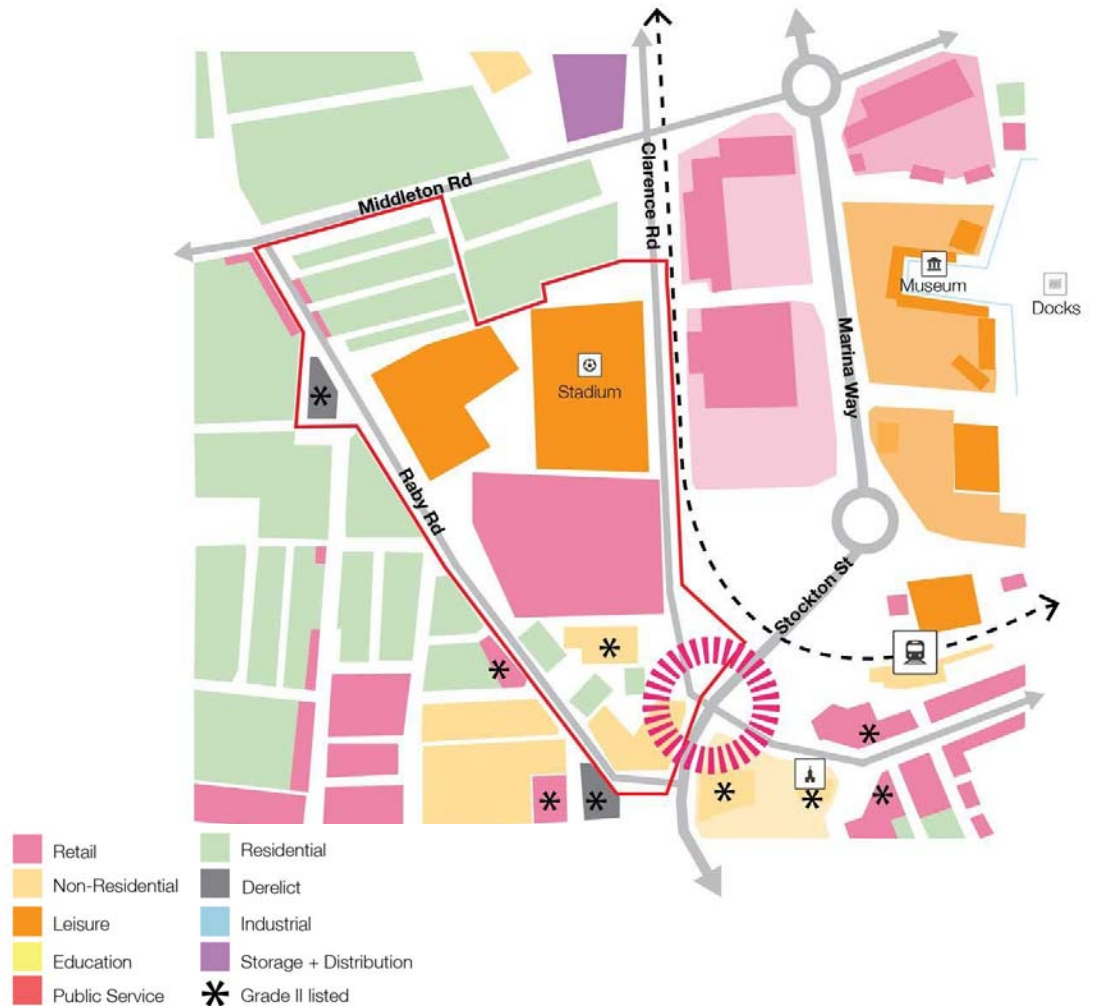
**Analysis**

# Character Assessment

## Raby Road

The Raby Road area is situated in the northern area of Hartlepool town. The area is enclosed by a number of roads; Raby Road, Middleton Road and Clarence Road - a busy north/south arterial road which a national rail line travels alongside. Towards the south of the area there is a gateway site where important roads converge such as Church Street, Clarence Street and Stockton Street. Overall the site has a mixed character with clusters of discordant leisure facilities, a periphery of terraced housing, and surface car parking which dominates a large proportion of the area. Despite the near proximity to the docks area the connection is severed by the barrier formed by Clarence Road and the national rail line. This obstruction is reinforced by Marina Way, another busy arterial road. The facilities on the site itself are also obstructive, impacting the connection from west to east by eliminating any discernible thoroughfares for pedestrians by virtue of their large size, security and the significant areas dedicated to car parking.

At the southern edge of the site, on the former Engineers Social Club site, there are plans for a significant new build development which will expand the residential and commercial character use of the area, providing up to 98 new homes and six additional retail units to Raby Road. The Old Cinema site is also listed however, the site is currently derelict. Additionally, there are several listed buildings beyond the southern boundary of the site, notably the Wesley Methodist Church and Grand Hotel.



## Network

Clarence Road runs along the eastern edge of the site parallel but elevated in relation to the adjacent rail line. Clarence Road and Raby Road connect the site to an important gateway at the south end of the plot where the roads intersect with Stockton Street - an important artery as part of the A679. Middleton Road at the north of the site connects areas in the west to the A679, bridging over the rail line. Through the site there are few roads as most land is taken by parking for large retail buildings resulting in an unstructured relationship throughout the site.

## Boundaries

Clarence Road in combination with the lower rail line creates a hard boundary between the site and the docks. Furthermore, Marina Way (A679) runs parallel to Clarence Road, therefore reinforcing the disconnection from the west towards the docks. Within the site area, large areas dedicated to retail units or the stadium reduce the walkability through the area as much of the land is dedicated to parking.

## Environmental

The site has few dedicated green spaces. The residential terraces at the north of the site have no greenery resulting in an unpleasant street scape. Areas in the middle of the site are dominated by impermeable car park surfaces. The overall impression is discordant.

## Land use

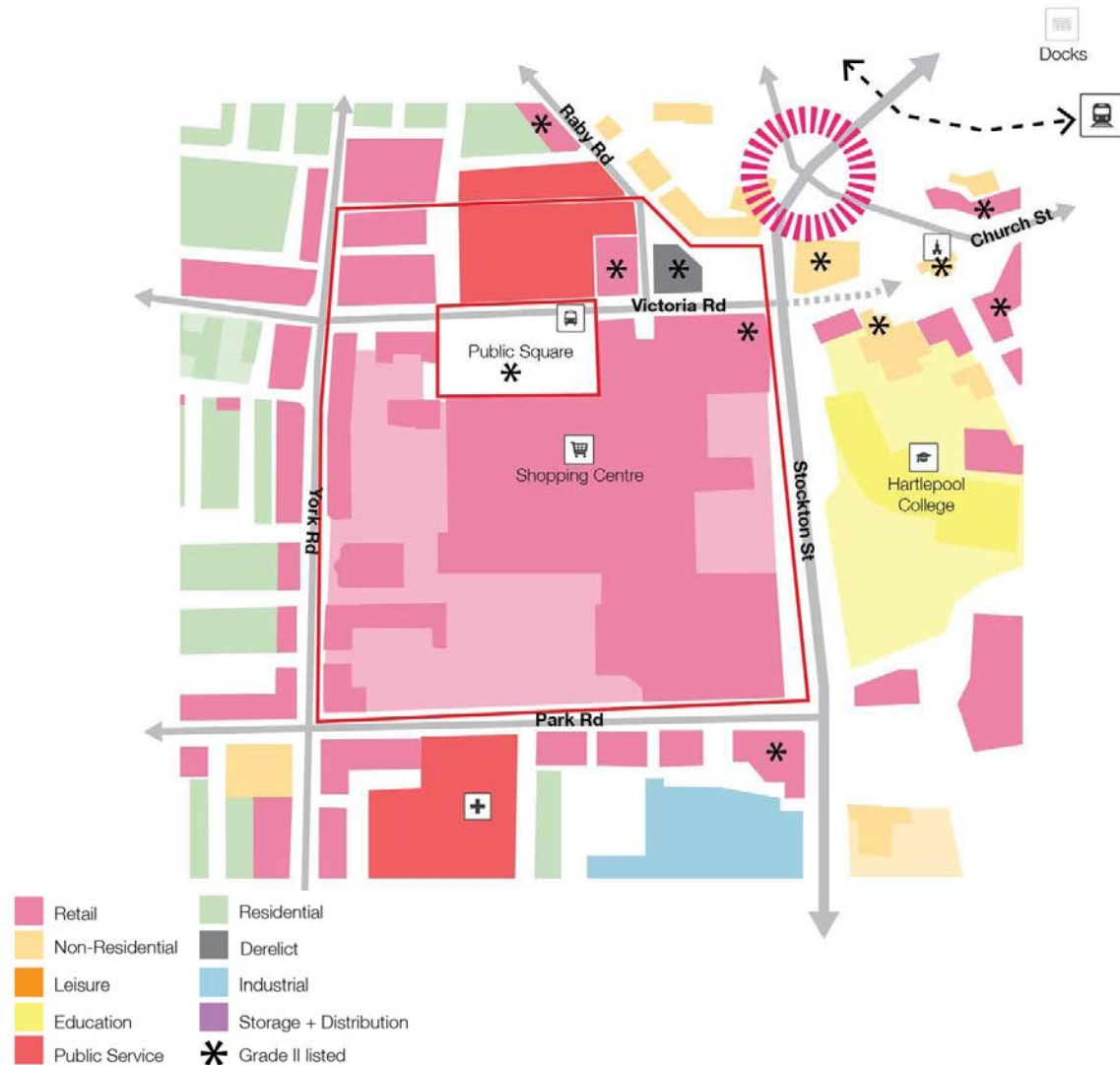
At the north of the site are residential terraces. Along Raby Road is a mix of residential and small retail units. In the centre of the site are supermarkets, with large areas dedicated to parking. Importantly, there is also the Victoria Park stadium, an important cultural centre for the town and home of Hartlepool United Football Club.



# Character Assessment Middleton Grange

Middleton Grange is located in the centre of Hartlepool town. The area is dominated by retail. The centre of the site is dedicated to the Middleton Grange Shopping Centre which is encompassed by roads on four sides. The area is very urban with few green areas and landscaping. The shopping centre has an irregular shape with large areas dedicated to parking and has mostly inactive façades facing the surrounding streets. The site is therefore difficult to move across and does not compliment neighbouring sites either architecturally or by encouraging activity.

There are listed buildings and monuments within the site boundary, including the Wesley Methodist Church and Grand Hotel. Victory Square is a prominent site for the centre of Hartlepool, though it is not within the boundary of the development area. The Church Street conservation area to the north east of the site can be accessed via a pedestrian crossing over Stockton Road, and should be considered when addressing any future development in the Middleton Grange site. Additionally, the former Hartlepool cooperative society is situated to the south east of the site boundary.



## Network

Middleton Grange is surrounded by four roads in a squared arrangement; York Road (west), Park Road (south), Victoria Road (north) and Stockton Street as an important arterial road (east). The majority of the site is dedicated to the shopping centre and car parking. Therefore the network through the site is limited to pedestrian traffic, which is impeded by the volume of the shopping centre.

## Boundaries

The site is encompassed by four roads in a squared arrangement. The A679 to the east is an important arterial road, therefore it inhibits movement from Middleton Grange towards the east as there are few places to cross. The shopping centre and car parking acts as a barrier itself, preventing easy access through the site.

## Environmental

The majority of the area is dedicated to the shopping centre. The architecture of the shopping centre disregards the context with inactive façades which do not support the surroundings. A large area is dedicated to car parking for the shopping centre. Whilst not within the HDC boundary, it is important to consider Victory Square, an urban green space featuring a war memorial, as a key focal point for the town. There is significant potential to improve the richness and variety of biodiversity within the area fulfill its full potential as a prominent and active urban square.

## Land use

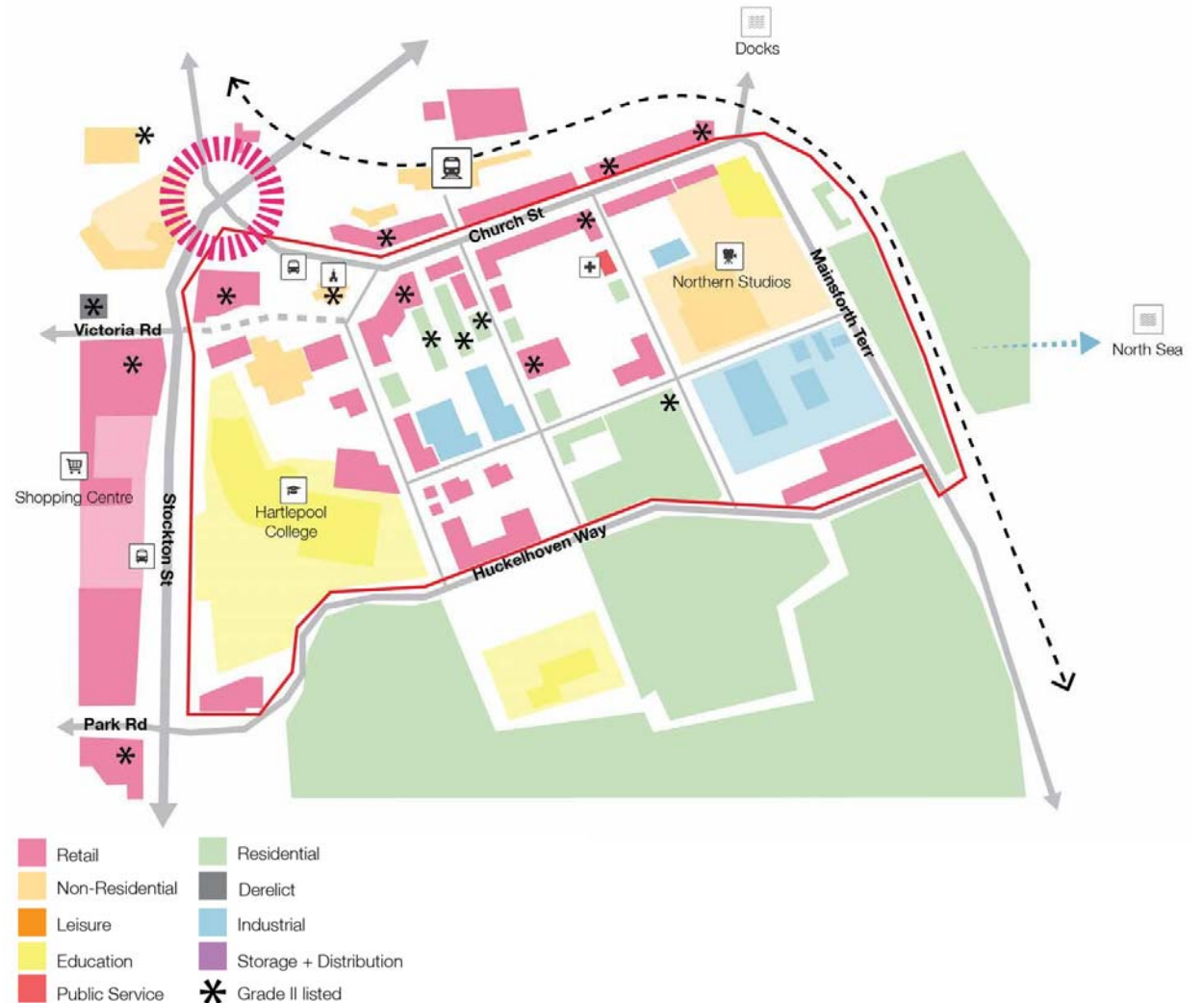
The majority of the land is dedicated to Middleton Grange shopping centre and car parking. The civic centre is located along Victoria Road in front of which there is a public square.



# Character Assessment Creative Industries Cluster

The Creative Industries Cluster includes an area within eastern Hartlepool town centre. The area is defined by the national rail line which travels along the north and east of the site as well as two roads, Huckelhoven Way along the south boundary and Stockton Street - an important arterial road along the west boundary. Church Street has a historical character with a recently updated public realm, with the street dedicated. Some units remain vacant however despite its prominent location with direct access to Hartlepool train station and a close proximity to the coast line and docks area, as well as Hartlepool College. Despite the close proximity to different areas, the connection to Middleton Grange is severed by Stockton Street (A689) and from the sea front and docks by the rail line.

The Church Street conservation area is situated along and within the northern boundary of the site, and contains a number of listed buildings and monuments which, alongside the traditional terraced properties, contribute strongly to the historic character of the wider Creative Industries Cluster which once acted as the primary commercial centre of the town. The original terraced streetscape has slowly been eroded over cumulative years of development.





## Network

The Creative Industries Cluster has direct access to the Hartlepool town railway station via Church Street. The rail line runs along the north and east of the site. The site has four notable roads which run around the perimeter of the site. Stockton Street (A679) travels along the west boundary of the site, an important arterial road. Church Street is a historical retail street which has access to a key gateway area to the west and a rail line crossing to the east for access to the historical dock area.



## Boundaries

The area is bound by the rail line along the north and east sides. Stockton Road (A689) forms a boundary towards the west serving as an important north/south arterial road. Stockton Road can be crossed via two pedestrian crossings however the movement of pedestrians is still significantly impeded by this road. Access toward the north beyond the train line is only accessible at each end of the area boundaries, across a line crossing or by negotiating a busy traffic junction.



## Environmental

There are no high quality green spaces throughout the site. Greenery is sparse with large areas dedicated to parking or logistics. Church Street's public realm has been updated and includes greenery, as well as the gateway site at the crossing from Middleton Grange.



## Land use

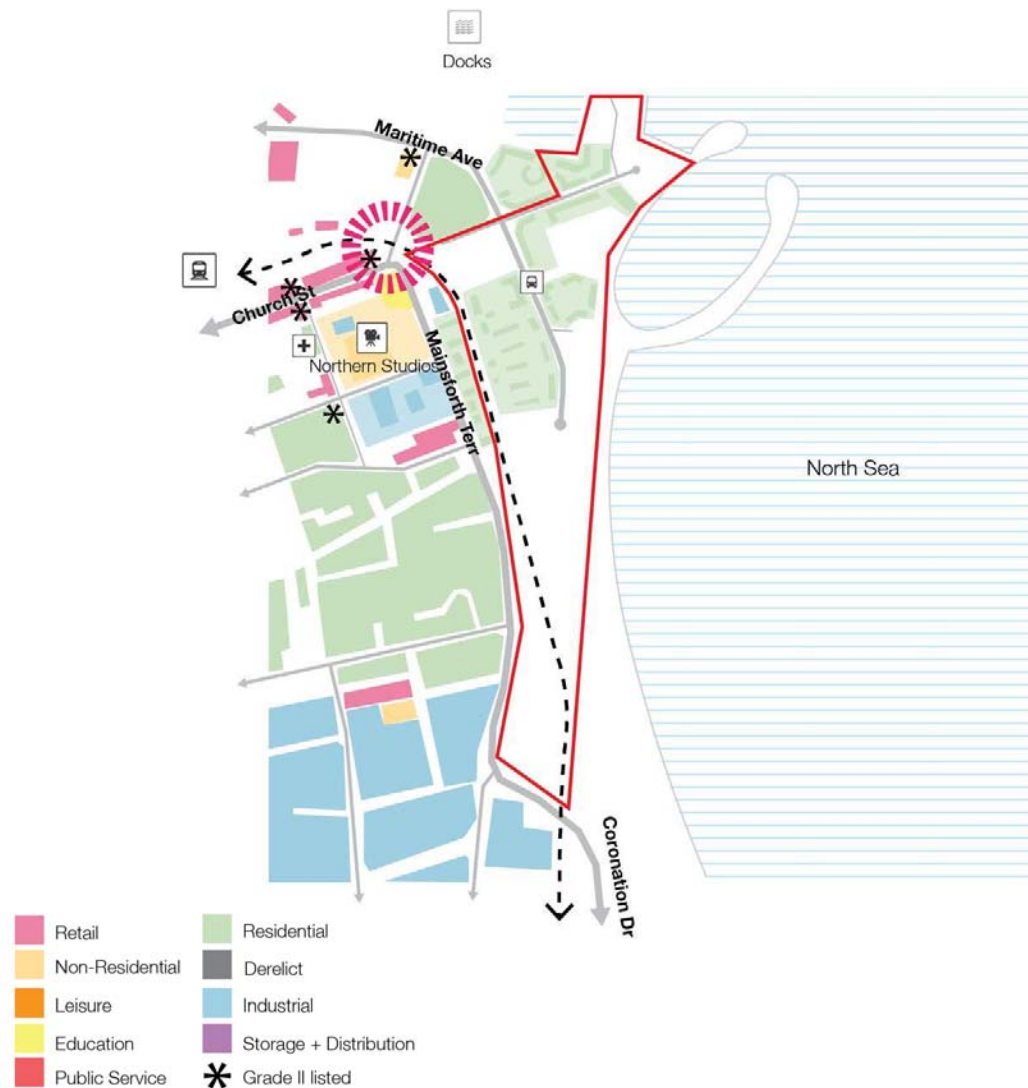
The area is mixed-use. Church Street is defined by retail units however further south there is a mix of uses within the area. The uses range from residential, retail, educational, and industrial. Notable developments are the Hartlepool College to the west of the site and the Northern Studios to the east of the site.



# Character Assessment

## Town to the Sea

Town to the Sea is an area between the Creative Industries Cluster and the coast line. The area is predominantly residential. The access to the site is impacted by the rail line along the west of the site. The site is therefore only accessible from the north through Maritime Avenue, which can be accessed from Church Street by a rail crossing. Therefore, the areas to the west of Town to the Sea are obstructed from access to the sea despite the area itself having direct access to the sea front. There is access to the docks for private vessels.



## Network

Access to the site by motor vehicle is limited to the north of the site via Maritime Avenue. The west boundary of the site is defined by the rail line, hence the limited accessibility. Along the coastline is a pedestrian cycle lane and sea defences. Currently there is only one rail line crossing at the east end of Church Street, which connects to Maritime Avenue. Maritime Avenue connects to the A689 to the west.

## Boundaries

The boundaries of the site are defined by the coastline/coastal defences to the east and by the rail line to the west of the site. Consequently, the site is quite narrow between these two boundaries.

## Environmental

The site is located along the sea front. There is a predominant mix of residential building types; detached housing estates and four to five storey apartment buildings. The streets are typically lined with greenery. There is a vacant site at the south end of Maritime Avenue which is currently informal grassland.

## Land use

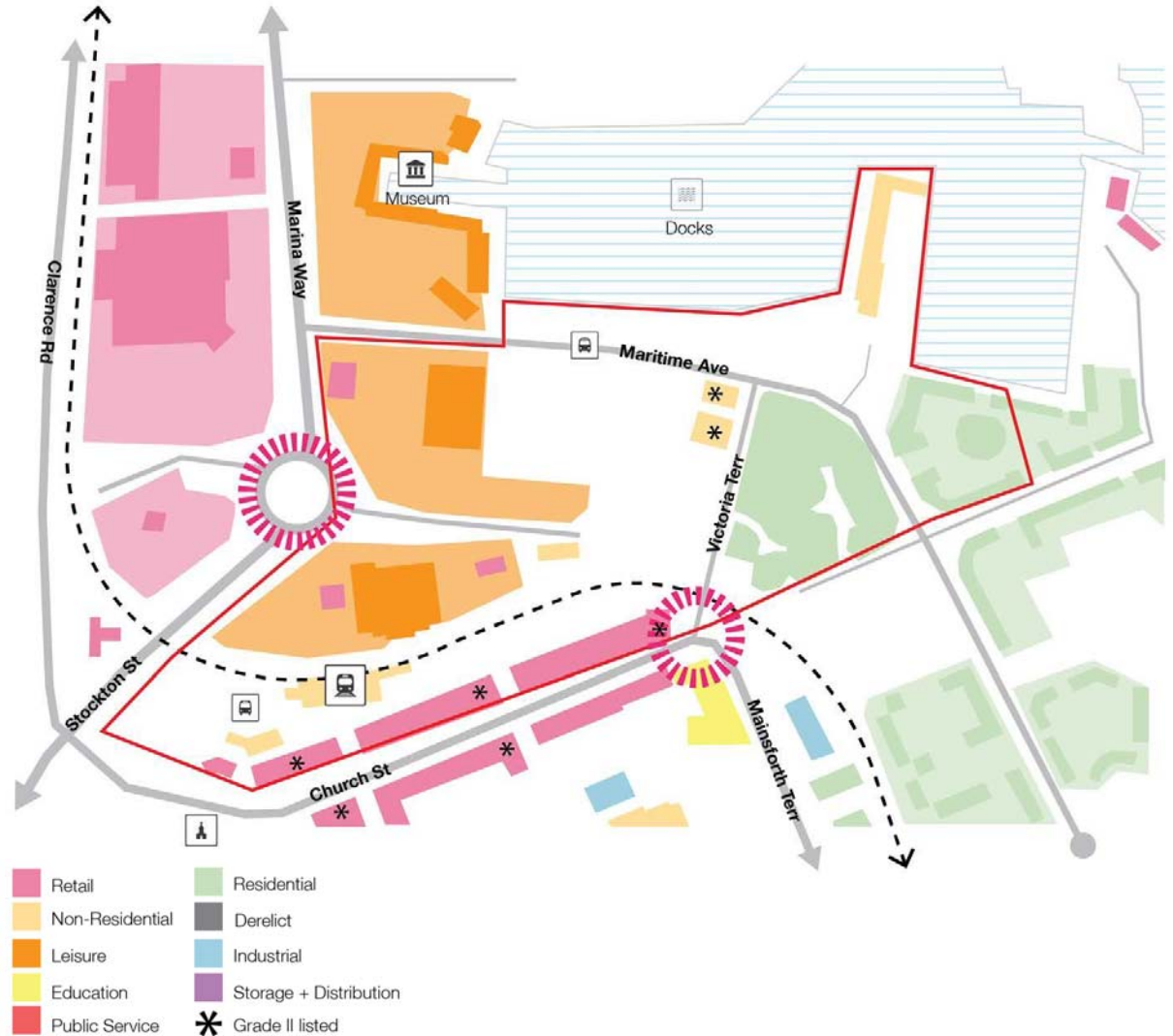
The site is mostly used for residential housing and apartments. The area overlooks private sailing vessels for which there are yacht club buildings. Along the waterfront is a pedestrian/cycle route.



# Character Assessment Urban Village

Urban Village is situated north of Hartlepool train station and the train line. Urban Village is situated north of Hartlepool train station and the train line. To the north of the site is the historical docks area, evidenced by the two existing listed buildings located at the junction between Victoria Terrace and Maritime Avenue - the Old Dock Office and the Old Customs House." The site can be accessed from the A679, however this road also obstructs the connection with the rest of the town further west. Additionally, the train station is only accessible via Church Street, which can be accessed by the west end of the street by a rail crossing on Victoria Terrace. The site has a mix of low density residential as well as commercial units accompanied by large car parks which contrast greatly to the surroundings and context. Large areas of land still remain vacant for development.

The Church Street conservation area is situated to the south of the site boundary is currently accesible via a vehicular and pedestrian rail crossing. The Church Street conservation area includes several listed buildings and monuments.



## Network

The site is situated between the railway station and the docks area. The site is accessible by the A179/689 to the west. Maritime Avenue passes through the site from the A179 eastwards towards the seafront. Additionally, there is access to the site via a rail crossing from Church Street onto Victoria Terrace.

## Boundaries

The area is defined by the docks to the north of the site, Church Street to the south, beyond the rail line and the A179/689 to the west. The A179 is a busy arterial road and therefore is not well suited to pedestrian traffic.

## Environmental

There are docks at the north of the site. There are retail units to the west with large spaces dedicated to car parking. To the east is a residential area with private gardens and greenery. Between these areas is a vacant plot of land which is currently grassland with limited biodiversity. There may be influxes of sound pollution from the A179 and the rail line.

## Land use

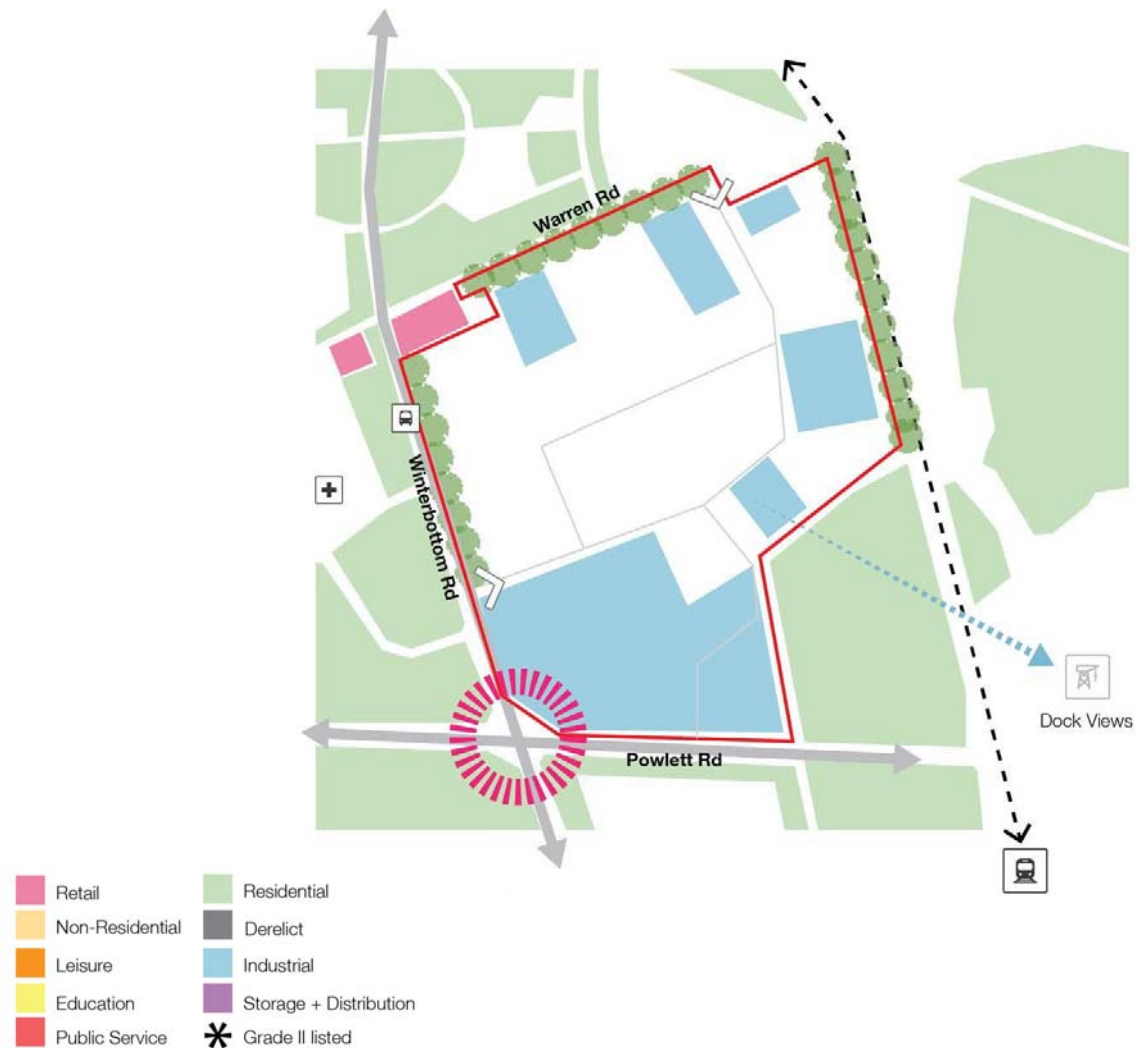
To the east of the site is a residential area. The west of the site is dedicated to retail and supporting car parks. The north of the site hosts a hotel. In the centre of the area there is vacant land.



# Character Assessment Oakesway Growth

Oakesway Growth is situated to the north west of Hartlepool town centre. The site is well connected to the main road network with nearby access to the A179. The site is enclosed by a green border with hedges and trees and is predominantly vacant with a few industrial units around the perimeter. The site is neighboured by an elevated national rail line to the east and by roads. The surroundings are mostly residential with a local retail unit to the north west of the site.

The site has a material palette primarily consisting of brick, corrugated metal and slate. The buildings are for industrial purposes, with simple shapes and large volumes. The scale of the site is large and feels exposed with a discordant and fragmented balance. The site was evidently prepared for additional developments however a significant area is vacant grassland.



## Network

The road network for the site consists of one through road, Oakesway Road, which connects Winterbottom Road (west) to Warren Road (north). Additionally a loop is formed in the centre of the site by combination of Thames Avenue and Oakesway Road. The site itself has a strong link to the regional road network through the A179 (south).

## Boundaries

Oakesway Growth is bordered by a raised national rail line to the east. There are also three roads around the site, Powlett Road (A179 south), Winterbottom Road (west) and Warren Road (north). Around the periphery of the site are a line of trees and hedges which create a defined boundary between the industrial site and residential surroundings.

## Environmental

Oakesway Growth has large plain green spaces within the site. These spaces are vacant, used occasionally by dog walkers. There are clusters of trees and hedgerows throughout the site, with most trees concentrated around the border of the site forming a visual boundary. The rail line to the east is raised and visible from the centre of the site. There is an occasional acoustic impact from this rail line alongside an existing industrial unit on the site.

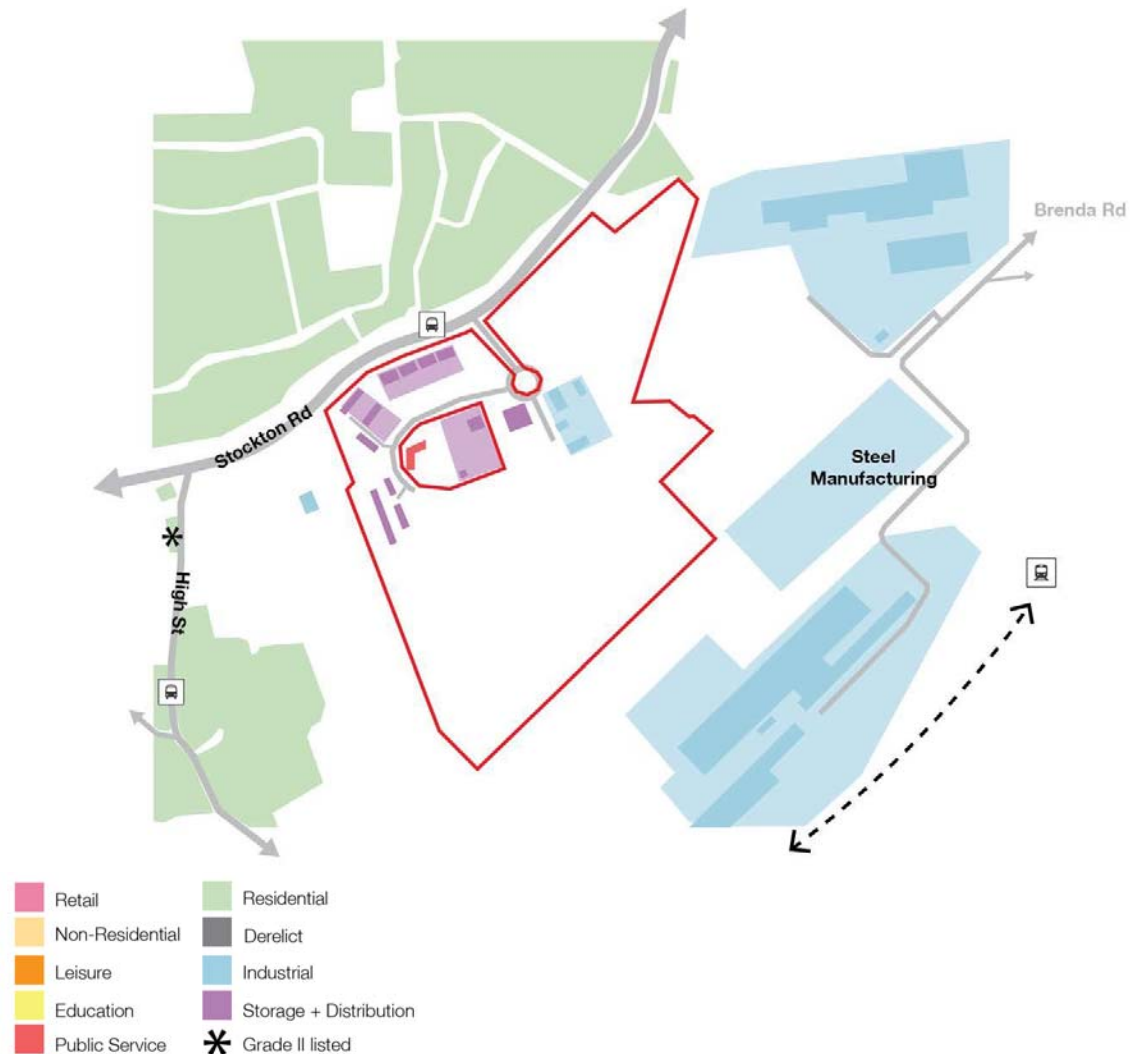
## Land use

Plots within the site are exclusively industrial units. The areas surrounding the site are all residential areas. To the north east of the site is retail. Additionally there is a large vacant area mostly unused to the centre of the site.



# Character Assessment Queens Meadow Growth

Queens Meadow Growth is located to the south west of Hartlepool town centre. There is direct access to the town centre via Stockton Road (A689) which travels along the north boundary of the area and offers the only notable access to the site. The site has poor access by public transport, limited to a single bus route (36). To the north of the site there is a residential area. To the south and east of the site there are areas dedicated to industry. The site has a green boundary with hedges and trees. Currently the site is mostly vacant however there are existing business unit developments.





### Network

The site is located to the south west of Hartlepool town centre. The site is well connected via Stockton Rd (A689) which runs along the north boundary of the area and offers access to the site itself. Currently the site access route leads to a roundabout from which roads throughout the site can be established.

### Boundaries

The site is bound to the north by Stockton Road (A689). The other sides of the site are not bound by any notable infrastructure however there is a strong boundary of greenery around the site.

### Environmental

Currently the majority of the site is vacant grassland. Existing developments have utilised most of their plot excluding the buildings to parking. There is a focus on lining the roads with greenery such as trees and hedges. There is a large area to the east which has been dedicated to industrial terrain.

### Land use

As noted, the majority of the site is currently vacant grassland however existing developments have been dedicated mostly to typically business park units with some light industry and logistics units.





**Vision**

# Vision

The vision for the Masterplan for the HDC is clear: to secure the transformation of the town, making Hartlepool a thriving place to live, work, explore and invest in. To secure this, the following objectives have been defined:

- Make a vibrant town centre – Restore, reinvigorate and shape a sustainable town centre, providing residents and visitors with attractive, quality public space, shops and leisure facilities.
- Attract 2,400 new and quality jobs – Attract new and better jobs in manufacturing and creative industries, whilst delivering the skills needed to access them.
- Renew Hartlepool's waterfront - Create a thriving maritime economy of culture, business and leisure around Hartlepool's historic Marina.
- Build up to 1,300 new homes - Deliver high quality homes where people choose to live in the heart of the town.

The HDC Design Code has been prepared in response to this general vision. Its role is to ensure that all development within the HDC area is designed in such a way as to capture the specific requirements of the place and thus deliver high quality outcomes in a coherent manner. It will do this by providing clear design instruction and guidance which can be used as a basis for both drawing up and assessing development proposals.

By having regard to the principles set out in this Design Code, it is expected that proposals for development will be efficiently managed through the planning determination process, accelerating the development and regeneration of Hartlepool.



# Coding Plan

The coding plan shows the area types and development sites for the design code study area.

## 1. Raby Road

A local centre for mixed use development surrounding the football club, improved public realm and improvements to the existing residential area.

## 2. Middleton Grange

Town centre with potential for mixed use development.

## 3. Creative Industries Cluster

Town centre business development building on the success of the creative industries.

## 4. Town to the Sea

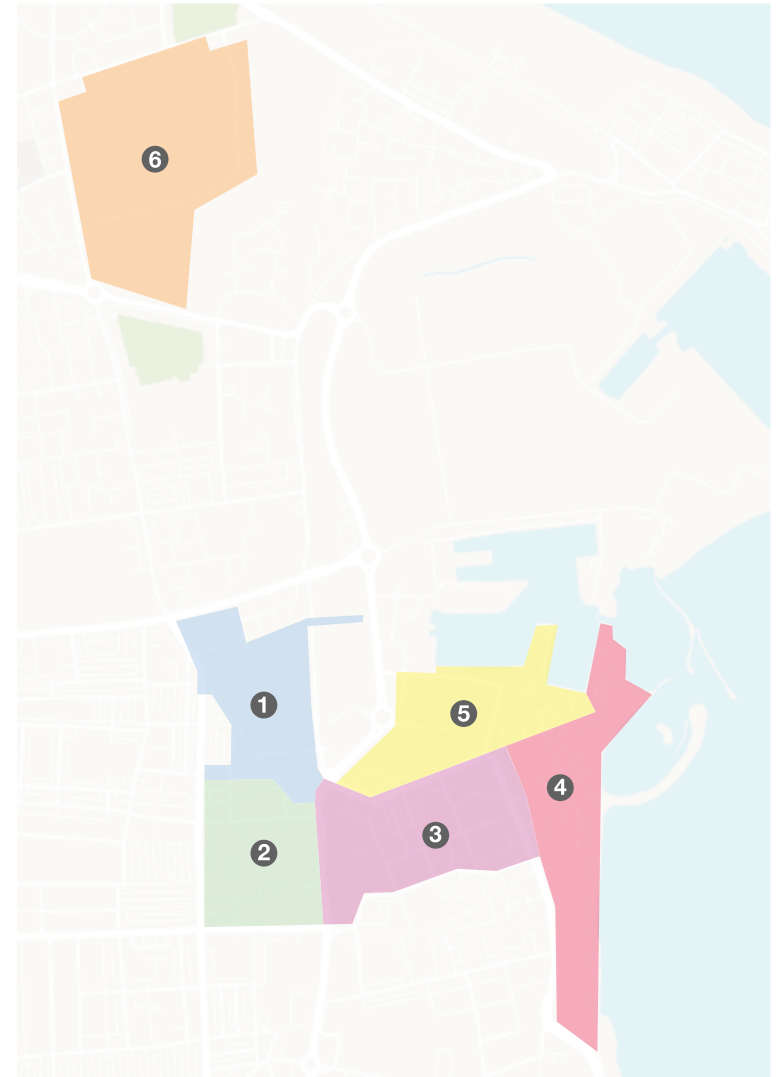
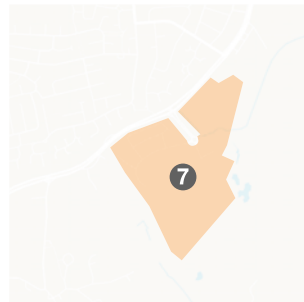
Maritime residential development with green space.

## 5. Urban Village

Town centre development. Potential for circa 120 dwellings per hectare.

## 6 and 7. Oakesway Growth and Queens Meadow Growth

Existing industrial area of large scale single storey commercial space, employment space and manufacturing and storage, with potential business park of 3-4 storeys. Including high quality residential in the north east of Queens Meadow Growth.





**Design Code**

# General Principles

## Development Principle HDC1: General Strategies

The HDC will seek to achieve the redevelopment of the Hartlepool Masterplan area in order to support business, deliver connected green spaces and promote a digitally connected town in accordance with the following Cross Cutting Strategies as set out in the Masterplan:

1. People & Skills: ensuring that local residents will have the skills needed for future employment and enterprise initiatives by creating SME start up opportunities within the creative industries;
2. Grey to Green: supporting the town's move to net zero and improving the overall look and feel of the Masterplan area by delivering green infrastructure and coordinated tree planting and greening; and
3. Digital: aspiring to become the UK's first truly Smart region by 2032, underpinned by world-leading digital infrastructure and innovative technologies by working with partners and key stakeholders to meet the needs of businesses and communities.

The above strategies are defined in the Masterplan to inform the development of the identified Focus Areas. The HDC will encourage and support development which can demonstrate a contribution to the delivery of the above strategies where possible or appropriate.





### **Development Principle HDC2: Land Assembly and Delivery**

The HDC will proactively work with applicants, landowners and key stakeholders within the Hartlepool Masterplan area to promote and achieve the comprehensive development of land in appropriate locations.

A comprehensive approach to development will be adopted by the HDC, who will negotiate with landowners accordingly in order to assemble land in areas of interest. Where necessary, the HDC will seek to use powers to compulsorily acquire land in key areas in order to deliver comprehensive development and achieve the overall vision of the Masterplan.

Applicants and potential investors are encouraged to engage in early pre-application discussions with the HDC prior to the submission of a planning application to identify the locations and instances where a comprehensive approach to redevelopment will be sought. Early discussions between applicants and the HDC will help align aspirations and improve the effectiveness of the planning process, with the view of delivering appropriate development in an efficient manner.



### Development Principle HDC3: Movement and Connectivity

The HDC will support development which helps promote, enhance or reinforce pedestrian movement and connectivity throughout the Masterplan area. Active travel routes will be promoted through a strategic network of movement, with a view of reducing vehicular traffic in core areas to improve ease of movement.

In particular, the HDC will encourage proposals which help to re-connect the town centre with its key coastal location, establishing Hartlepool as a contemporary and thriving maritime town. Key areas of improvement include:

1. Enhancing the arrival experience at Hartlepool Station and improving walkability to the Marina;
2. Supporting the delivery of works to the A689, with a specific focus to the pedestrian connection between Victoria Road and the A178;
3. Enhancing pedestrian connectivity along Raby Road as a key gateway to the town centre, creating a safer and more active route;
4. Forming new pedestrian connections from Church Street to north of the Marina;
5. Improving connectivity between Victoria Park Football Ground and the National Museum of the Royal Navy; and
6. Creating an active travel link over the rail corridor east of Mainsforth Terrace, allowing for easy connection to the sea wall walkway and Seaton Carew beach.

Development which can demonstrate a contribution to any of the key areas of improvement set out above will be supported by the HDC.



#### Development Principle HDC4: Secured by Design

In accordance with the requirements of Secured by Design, the HDC will encourage applicants to incorporate effective crime prevention measures into their development proposal where appropriate. Development which embraces the core principles of Secured by Design and strives to improve the security of buildings and their immediate surroundings will be supported by the HDC.

#### Context

The Department for Levelling Up, Housing and Communities has acknowledged the importance of the police advice delivered over the past 30 years; specifically in the form of the Secured by Design (SBD) initiative. References within the National Planning Policy Framework (NPPF) and the accompanying National Planning Practice Guidance (NPPG) have sought to reinforce the need for and importance of a safe and secure external environment and to this end there are specific references to police service advice and the Police.uk website (<https://www.police.uk/>) in particular.

SBD has produced a series of authoritative Design Guides <https://www.securedbydesign.com/guidance/design-guides> to assist the building, design and construction industry to incorporate security into developments to comply with the Building Regulations and meet the requirements of SBD. These guides cover a range of building sectors, including residential, education, health, transport and commercial. They are periodically updated to keep pace with changing patterns of criminal behaviour and advances in building design and new technology. For that reason, rather than including specific design recommendations within this document, the HDC will require applicants to provide evidence that the requirements of the latest SBD guidance have been fully considered and implemented as part of any development proposal in order to help deliver safe places to live, work, shop and visit in Hartlepool.



Constructing well designed places, buildings and communities that promote both sustainable communities and health and wellbeing is an objective that Secured by Design widely supports; however, it is imperative that they must also be safe, secure, and accessible. Mitigating the opportunities for crime is not only about reducing and preventing injury and crime, but it is also about building strong, cohesive, vibrant and participatory communities.

### Implementation

The HDC will expect developers to liaise with Cleveland Police Designing Out Crime Officers (DOC@cleland.police.uk) at an early stage in the development of any design proposals to ensure that SBD guidance is incorporated from the outset and integrated into the design of the building. This will help shape better designed and more secure buildings.

The need to be mindful of security should extend beyond the planning process and be a key consideration in the sourcing and specification of construction materials and security products. The HDC encourages the use of security products which have been accredited by Secured by Design. This includes over 7000 individual attack resistant crime prevention products including doors, windows, external storage, bicycle and motorcycle security, locks and hardware, alarms, CCTV, perimeter security products and many others.

# Secured by Design CRIME PREVENTION GUIDES

Secured by Design is the national police crime prevention initiative



Secured by Design



Official Police Security Initiative

**Development Principle HDC5: Natural Environment Protection and Enhancement**

In partnership with key stakeholders, the HDC will seek to protect and, where appropriate, enhance designated and non-designated sites of biodiversity and geodiversity value and interest within the Masterplan area. The HDC will encourage applicants to identify and pursue opportunities to protect and enhance priority habitats, priority species and ecological networks; and will support development proposals which can demonstrate measurable net gains in biodiversity.



### Development Principle HDC6: Historic Environment

In partnership with key stakeholders, the HDC will encourage applicants to pursue opportunities to complement, enhance or repurpose heritage assets where suitable in order to promote Hartlepool's rich heritage. The appropriate regeneration of key and underutilised listed buildings will be supported, with a view of securing the long-term conservation of assets at risk and to catalyse further redevelopment of the town.

Development which seeks to enhance the significance or setting of heritage assets as appropriate will also be supported, with a view of creating a sense of place and civic pride for Hartlepool.



**Development Principle HDC7: Sustainability**

The HDC will support development which actively seeks to minimise its CO2 and equivalent emissions impact through the incorporation of sustainable design measures where appropriate. Applicants will be encouraged to integrate renewable and low carbon energy solutions into a development proposal where possible in order to function effectively and address the impacts of climate change.



**Development Principle HDC8: Density and Scale / Scale and Treatment**

Development which meets each of the Design Parameters for each of the focus areas set out in the following section of this Design Code will be supported by the HDC. Those Design Parameters set out standards that would be appropriate for most instances including for density, building height, plot ratios and active frontages.







# Raby Road

New public space and mixed-use development, surrounding Hartlepool Football Club, to improve the gateway to the western access to the town.

## Context

The Raby Road site context is driven primarily by Hartlepool Football Club (C1) and the existing leisure facilities on site, with a strong residential character to north of the site. Along Raby Road, the listed cinema site has a prominent central location, however it is currently derelict. The character area can be defined as a leisure, community and health and wellbeing hub, with the football club as the anchor and catalyst for any future development.



## Movement

Encourage a new pedestrian cycle route from Raby Road to the dock area, with the creation of an improved connection to facilitate access to the dock area via the Raby Road site and stadium area (M1). Opportunities to enhance the NCN 14 Cycle Route (North/South) to encourage cycle use to town centre.

Access to sites/servicing spaces of new development and the stadium via improved access street from Raby Road and improved public realm for pedestrian access, catering to general use and matchdays with new gateway link to the Middleton Grange site along Raby Road. Provision for on-street parking, with sufficient allocation to accommodate development (2 spaces per property typically). Electric charging points are encouraged and on-street parking bays to be provided at a sufficient width.



## Nature

Primary green route between the existing residential area and the stadium (N1), providing an ecological corridor and encouraging pedestrian access to the marina and Urban Village site. Increased planting and greenery adopting grey to green principles to streetscapes to better define boundaries and spaces and soften the existing hard edge of the residential cluster to the north of the site. Encouraged development of a new green gateway incorporating the Old Cinema site, supporting opportunities for communal gardens and increased biodiversity.



### Built Form

New development to be informed by low rise development along Raby Road, two to three storeys typically. Opportunities for larger, low density building plots to heart of Raby Road site in keeping with existing leisure use, up to four storeys as a visual marker to north of Raby Road. New development and public realm enhancements to consider arrangement, heights and form of buildings along Rium Terrace.

Opportunity to create a gateway element adjacent to the Old Cinema site, with the built form to enhance creation of improved public realm and streetscapes, forming a strong active frontage to Raby Road and new pedestrian access routes.

### Public Space

Opportunity to develop a new public green space to the Old Cinema site (P1), partly retaining and incorporating elements of the grade II listed cinema, acting as a terminus to the new pedestrian and cycle connection to the marina and Urban Village site, complemented by an enhanced public realm around the stadium with space to support community and wellbeing based events.

### Use

Focus on community led development uses that complement the football club and leisure use of the site (U1), with additional opportunities for new recreational public space within new park to the Old Cinema site and along the new pedestrian green link to the north of the stadium.

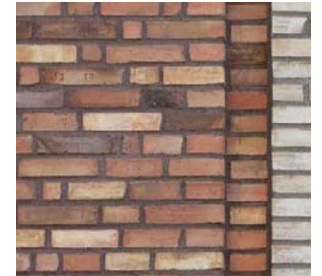
Additional opportunities for residential development south of Museum Road (U2).



### Identity and Materials

New characteristic as a welcoming community area, complementing the matchday experience. Use of brick is encouraged to tie into existing buildings on Raby Road and the residential cluster to the north of the site.

A new park to the Old Cinema site to create a positive congregation place for residents, with additional opportunities to improve frontages to the existing retail cluster along Raby Road to complement the existing architecture and create a coherent identity across the site.



## Design Parameters



**Area Type:** Leisure Park



**Density:** Low / Medium



**Storey Heights:** Low / Medium (1-4 Storeys)



**Plot Ratio:** Medium (1.0)



**Building Line:** Medium (40-60%)



**Active Frontage:** Medium



**Street Set Back:** Loose / Generous (3-6m+)



**Street Widths:** Medium



**Open Space Focus:** Open Space Focus



**Car Parking Provision:** On-street



**SuDS Focus:** Swales and planting / Permeable surfacing / Green Roofs



 **We recommend...**

- Low to medium densities appropriate to the existing site use i.e. leisure and sport
- Consistent building line and active frontages to Raby Road and to the new green link
- Up to four storeys for new developments
- Reuse of the Old Cinema site as a new public green space
- Residential, community and leisure based uses
- Street greening and new primary green link between Raby Road and Clarence Road
- Generous street set back to Raby Road to encourage public space and landscaping opportunities
- Use of swales and planting to pocket parks, permeable surfaces to car parking area and hardstanding, green roofs to new development

 **We recommend that you avoid...**

- High density development
- Taller buildings to Raby Road
- Inward looking development or extensive surface car parking open to Raby Road
- Street setback less than 10m to Raby Road

# Middleton Grange

A reinvented shopping centre with a more diverse set of civic uses and improved, public spaces which provide a safe and accessible experience for all.



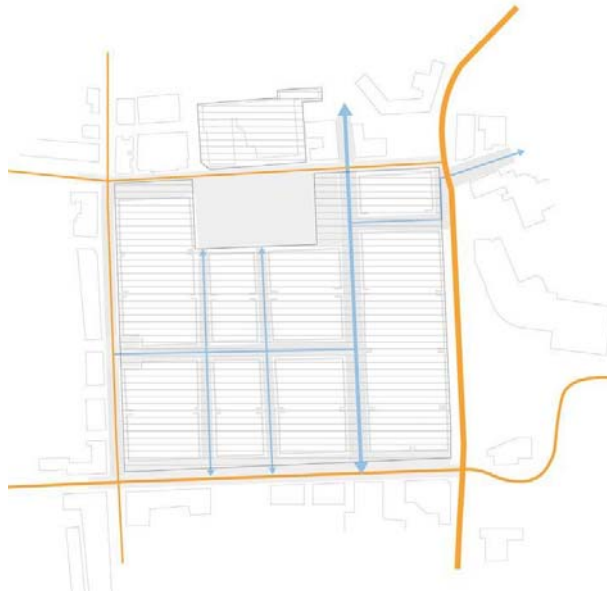
## Context

The Middleton Grange site context is driven by existing primary use as a retail and civic hub, with the character area defined as a primary town centre site, with opportunities to reinvigorate the existing shopping centre cluster, heritage assets to the periphery of the site and Victory Square as a primary town centre public space. The Church Street conservation area extends into the north east of the area.



## Movement

Encourage improved access to Church Street via a dedicated pedestrianised crossing point (M1), with defined outward looking streetscapes to improve wayfinding along York Road, Park Road, Stockton Street, and Victoria Road. Vehicular and pedestrian permeability as and when required for secondary pedestrian and vehicular service access via periphery roads and enhanced pedestrian links through Middleton Grange connecting Park Road with Victoria Road.



## Nature

Encouraged greening to peripheral streets to emphasise outward looking streetscapes. Enhanced public realm to Victory Square with focus on improving and encouraging biodiversity and encouraged use of existing green space, linked to primary green link enhancements to Victoria Road.



## Built Form

Opportunities to consolidate the permeable nature of the wider Middleton Grange block, with outward looking active frontages (B1) encouraged to the primary periphery roads and inward looking service spaces pushed to the centre of the site or consideration for a new centralised public space. New development informed by low rise high street vernacular to York Road, two to three storeys, with opportunities for additional height moving away from York Road toward Stockton Street, with three to four storeys to the centre of the site and up to five or six storeys to the east of the site in keeping with Hartlepool College. Opportunity to use former Binns building as an urban marker to the entry point of Middleton Grange to the north east corner of the site (B2). New development to the north of the site to be informed by existing heritage assets along Victoria Road, with consideration of articulated red brick facades an appropriate and welcome response.



## Public Space

Encourage the celebration and activation of Victory Square as a thriving town centre urban square with enhancements to existing facades along Victoria Road (P1). Opportunity to reinvigorate the Wilkinson's building as a key marker and focal point to the Middleton Grange shopping centre to the north east corner of the site in tandem with an enhanced pedestrian crossing, making use of lighting and public art opportunities.



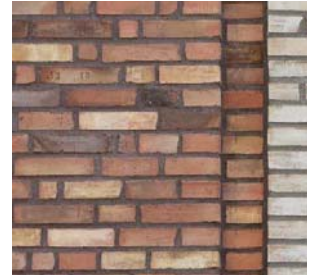
## Use

Focus on redevelopment of Middleton Grange's existing retail and civic uses, with support for complementary leisure uses to periphery to encourage activity.



## Identity and Materials

Establish Middleton Grange as an attractive, outward looking, and active commercial centre for Hartlepool. Aesthetic to be informed by existing site context, with use of high quality materials which reflect the adjacent heritage assets such as the Hartlepool Cooperative Society, Grand Hotel and Wesley Chapel buildings where possible. Consider activation of blank facades where possible with artwork and lightscapes which further celebrate the town and provide opportunities for wayfinding and public enjoyment (ID1).



## Design Parameters



**Area Type:** Local centre



**Density:** Medium / High



**Storey Heights:** Low / Medium (1-6 Storeys)



**Plot Ratio:** Medium / High (1.0 - 2.0)



**Building Line:** High (>60%)



**Active Frontage:** High



**Street Set Back:** Medium / Loose (1-6m)



**Street Widths:** Narrow / Medium



**Open Space Focus:** Pocket parks / Communal gathering



**Car Parking Provision:** Decked or MSCP



**SuDS Focus:** Swales and planting / Permeable surfacing / Green roofs



 We recommend...

- Positive outward looking development with active frontages, consolidating the existing permeable nature of the Middleton Grange block
- Up to three storeys for new developments to the west of the site, rising to up to six storeys to the east of the site
- New public routes connecting the town centre to the site and across the site, with public space opportunities
- Medium to high density development in keeping with existing site context
- Highly activated facades with consistent building lines where possible
- Use of decked or MSCP car parking to facilitate high density development
- Use of swales and planting to pocket parks, permeable surfaces to car parking area and hardstanding, green roofs to new development
- Retail, leisure and civic uses

 We recommend that you avoid...

- Inward looking development, blank facades or extensive surface car parking open to the periphery of the site
- Service routes and loading areas compromising public access to the site and new development

# Creative Industries Cluster

Reinforced and expanded centre for Hartlepool's education and creative industries with space for independent business, visitors and residents.

## Context

Strong existing urban identity along Church Street with good quality public realm and a number of high quality heritage assets including the Hartlepool Art Gallery church building which provides a natural terminus and wayfinding marker. The historic site grid could be reinforced with primary routes along Church Street, Lynn Street and Whitby Street, and secondary and tertiary links to service yards and back of house areas.



## Movement

Prioritise pedestrian access along Church Street to create a vibrant and active streetscape with secondary links to Lynn Street and Whitby Street connecting the Creative Industries Cluster to the marina, Middleton Grange and coast (M1). Improve connections to the train station with the north of the site toward the marina via a new pedestrian footbridge. A new pedestrian link across the rail line via Church Street connecting to Fleet Avenue (M2).



## Nature

Opportunities for increased greening to Church Street and secondary streets to enhance quality of streetscape and encourage pedestrian movement. Consideration for SuDS to improve street drainage to hard landscaping and road network via green streetscapes. Opportunity to soften streetscapes and edge of building plots to peripheral and connecting streets with widened pedestrian paths and enhanced tree and vegetation planting (N1).



### Built Form

New development to be informed by existing site context and high street vernacular along primary streets, three to four storeys. Building heights reduced towards south and east periphery of site to account for adjacent residential developments.

Built form of new development to consider and protect key landmarks and site corridors, including views to the Hartlepool Art Gallery along Church Street. Encourage active frontages along Church Street and leading into both Lynn and Whitby Street to facilitate site wide activity and integration (B1). Opportunities to reinvigorate historic street gain and rich mix of uses along secondary streets, using examples of individual private redevelopment of units along Scarborough Street as a positive precedent.



### Public Space

Facilitate high quality streetscapes along primary and secondary pedestrian routes, with additional opportunities for new active public event spaces to the heart of the site to activate secondary pedestrian routes and encourage exploration with public realm improvements to the Hartlepool Art Gallery and College.



### Use

Focus on independent business and retail complementing existing site use, anchored by Church Street and neighbouring streets, with a balanced consideration of both daytime and nighttime economy. Opportunities for education and creative industry use complementing and linking the existing Northern School of Art, Northern Studios and Hartlepool College.

Opportunities for new high quality mid density residential development to southern and eastern periphery of site tying into existing clusters on Huckelhoven Way and Mainsford Terrace.
















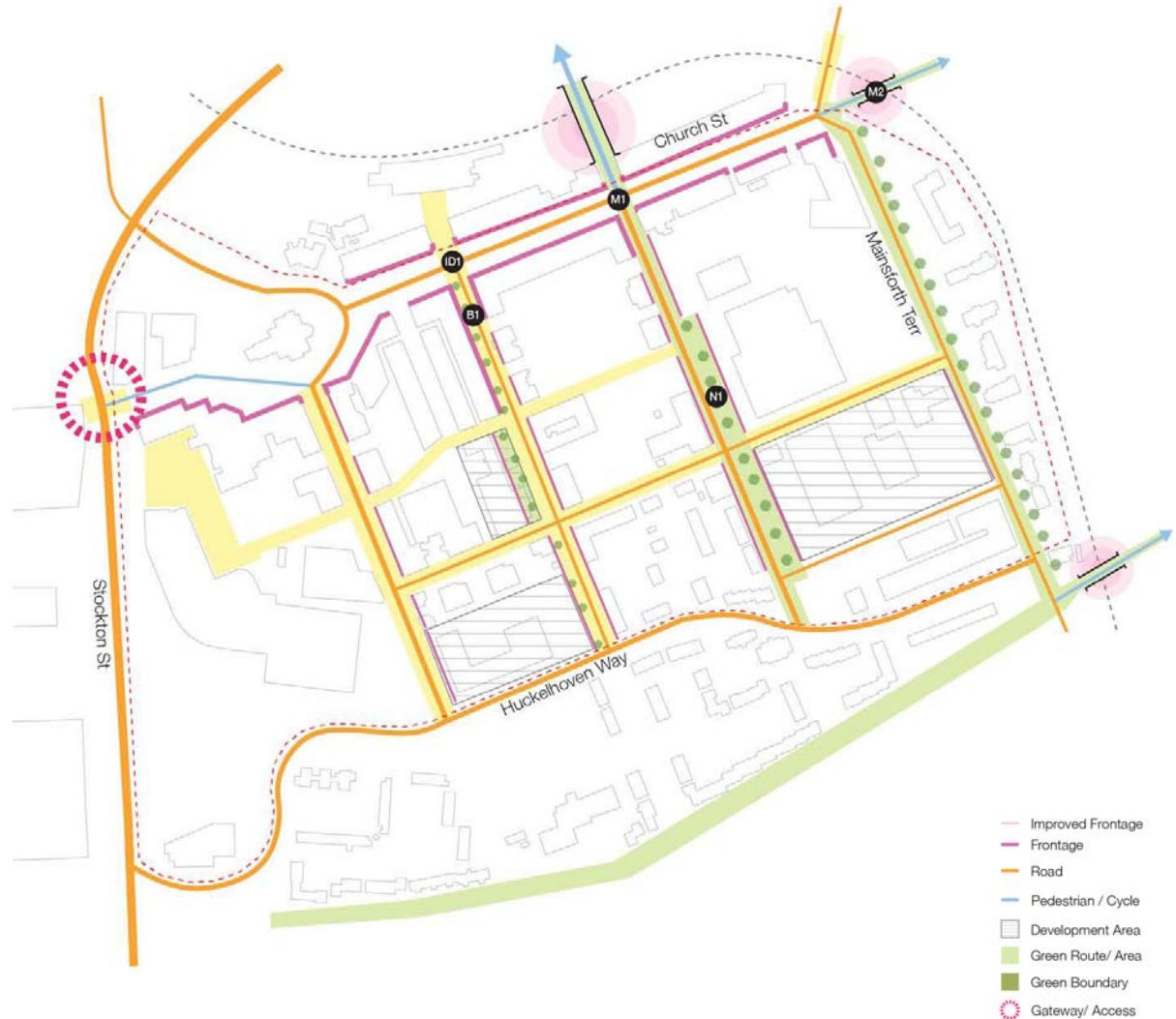
## Identity and Materials

High quality high street townscape vernacular informed by existing buildings along Church Street with inviting shopfront at street level, and historic character of individual buildings within site boundary including The BIS building. Gateway points to Hartlepool Station and marina encouraged by wayfinding strategy improvements influenced by strong identity of existing arched street markers (ID1).



## Design Parameters

-  **Area Type:** Local centre
-  **Density:** Medium / High
-  **Storey Heights:** Low / Medium (1-4 Storeys)
-  **Plot Ratio:** Medium / High (1.0 - 2.0)
-  **Building Line:** High (>60%)
-  **Active Frontage:** High
-  **Street Set Back:** Medium (1-3m)
-  **Street Widths:** Narrow / Medium
-  **Open Space Focus:** Pocket parks
-  **Car Parking Provision:** On-street / Off-street
-  **SuDS Focus:** Swales and planting / Permeable surfacing / Green roofs



 We recommend...

- Celebration of the existing heritage assets on site with the use of brick and stone and articulated detailing
- Glazed active frontages to the primary routes through the site, making use of colour and signage to encourage identity
- Strong consistent building lines to primary routes
- Up to four storeys for new development
- Medium street set backs up to 3m to foster high street identity of Church Street
- Street greening along primary and secondary routes with pocket parks to encourage flow through and exploration of site
- A mix of on street and off street parking where applicable
- Use of swales and planting to pocket parks, permeable surfaces to car parking area and hardstanding, green roofs to new development
- Live work opportunities and meanwhile / temporary uses

 We recommend that you avoid...

- Developments significantly taller than the current site context
- Materials which do not complement the current streetscapes within the Creative Industries Cluster i.e. extensive use of glass, timber
- Inward looking development or blank facades to primary and secondary routes

# Town to the Sea

New connectivity and public realm links with supporting residential development - helping to reinforce the connection between the town and the sea.

## Context

The Town to the Sea site context is driven by the existing residential clusters to the north of the site, green links to the south, and expansive views over the North Sea coastline to the east. The tight historic grain of the Old Town has been eroded over time giving way to isolated small residential clusters and open green space.

Emerging development grain to take advantage of views to the sea and links to biodiversity corridors and green pedestrian routes which reconnect the area with the centre of Hartlepool. The site is traditionally isolated from the town west of the site due to the location of the rail line.



## Movement

Opportunity to develop a new pedestrian link across the rail line via Mainsforth Terrace to further unlock site for residential use (M1), with a new pedestrian link across the rail line via Church Street connecting to Fleet Avenue (M2). Consider potential secondary pedestrian links across rail line within site to promote pedestrian movement and development of nature trails. Enhanced pedestrian and cycle networks along site and coastal path to encourage sustainable active movement and support residential development, whilst strengthening pedestrian links to the marina and tie in to the Urban Village site. Opportunity for new vehicular access to the site via Mainsforth Terrace or Coronation Drive which could further connect to Maritime Avenue with new bridge links over rail line, and continuation of Maritime Avenue to further unlock development opportunities to the heart of the site (M3).

Where on-street parking is provided, ensure sufficient allocation to accommodate development (2 spaces per property typically). Electric charging points are encouraged and on-street parking bays to be provided at a sufficient width.



## Nature

Encourage enhanced green links across the site with focus on biodiversity and rewilding to the waterfront (N1). Sustainable drainage zones to support new residential development with consideration for floor management interventions along coastal route.

### Built Form

New development to be informed by existing vernacular to the Town to the Sea site, with high quality residential development, six storeys to the north of the site, two to three storeys to the south. Suitable development opportunities for a mixture of multi storey terraced townhouses and low to mid density outward facing apartment blocks, emphasising views to the sea and access to open green space and routes.



### Public Space

Encouraged creation of nature trails alongside primary green links with opportunities for pocket parks and play spaces to complement residential development. Enhanced coastal path to encourage sustainable active movement and support residential development with consideration and careful integration of flood management interventions (P1).



### Use

Focus on high quality, low to mid density residential development. Enhanced public realm opportunities which complement the development of a prominent biodiversity corridor throughout the site.














### Identity and Materials

Strong coastal identity reinforced by existing developments on site. Encouraged use of robust and high quality materials including brick and stone, with reference to maritime heritage of site. Use of natural materials as complementary features to improved green space and waterfront sites. High quality landscaping to green links to encourage pedestrian use.



## Design Parameters

-  **Area Type:** Suburbs
-  **Density:** Medium
-  **Storey Heights:** Low / Medium (1-6m)
-  **Plot Ratio:** Medium (1.0)
-  **Building Line:** Low / Medium (40-60%)
-  **Active Frontage:** Low
-  **Street Set Back:** Loose / Generous (3-6m+)
-  **Street Widths:** Narrow / Medium
-  **Open Space Focus:** Activity / Play / Nature
-  **Car Parking Provision:** On-street / Off- street
-  **SuDS Focus:** Reedbeds and wetlands / Swales and planting





 We recommend...

- A focus on high quality housing which optimises views and green links to the coast
- Increased opportunities for encouraging biodiversity
- Up to six storeys for new development to the north of the site, up to three storeys to the south of the site
- High quality materials such as brick and stone and detailing which celebrates the maritime character of the site
- Secure private frontages to residential development, loose building line to allow for secondary and tertiary access routes and green space
- A mix of on street and off street parking where applicable
- Use of reedbeds and wetlands incorporated into wider landscape for sustainable drainage, with swales and planting to secondary and tertiary residential streets, and permeable surfaces to car parking area and hardstanding

 We recommend that you avoid...

- Excessively tall or high density development which blocks views or public access to the coast

# Urban Village

A new mixed use development around the station, creating new homes and employment space around easy connections to the Marina.

## Context

The site enjoys a strong maritime and waterfront identity with close proximity to the marina and the National Museum of the Royal Navy Hartlepool. The urban grain is defined primarily by large scale, low density blocks with extensive surface car parking, and clear open space to the north and south of Maritime Avenue.



## Movement

Encourage new pedestrian link from Church Street and train station to Urban Village site with new bridge crossing development (M1). Promote a primary pedestrian link running north to south connecting the marina with the Creative Industries Cluster, with opportunities for east to west secondary routes establishing a finer, contemporary village grain (M2). Opportunities to integrate new cycle routes via the NCN 14 Cycle Route through the heart of the site and toward the town centre and Town to the Sea residential cluster adjacent to secondary pedestrian links.

Where on-street parking is provided, ensure sufficient allocation to accommodate development (2 spaces per property typically). Electric charging points are encouraged and on-street parking bays to be provided at a sufficient width.



## Nature

Encourage greening to new streetscapes and primary pedestrian links, with tree and vegetation planting along primary boulevard leading to the marina. Opportunities to introduce landscaped biodiversity pockets to new public spaces (N1).



### Built Form

New development to be informed by existing heritage assets on site, the Old Dock Office and the Old Customs Office. Four to five storeys typically with additional height possible for high quality development to key central nodes within site to promote wayfinding. Higher densities and tighter street grain to secondary routes supported to promote higher quantum of residential development, terraced mews developments encouraged with active, outward facing commercial frontages where possible (B1).



### Public Space

Improvements to existing public space along marina edge and Tall Ships Park. Encouraged development of a new public square as a gateway to the town linking the marina with the train station and town centre (P1). Character of public space could take inspiration from the maritime character of the site.



### Use

Focus on high quality, mid to low rise mixed use development facilitating both residential and commercial/hospitality uses. Outward looking active frontages along primary and secondary pedestrian links, connecting to new public spaces which encourage discovery and exploration of finer grain site.














### Identity and Materials

Encouraged development of a high quality, contemporary urban village with references to the historic maritime character of the site and current marine context. Encouraged use of robust and high quality materials including brick and stone, with reference to maritime heritage of site. Use of natural materials as complementary features to improved green space and waterfront sites. High quality landscaping to green links to encourage pedestrian use.



## Design Parameters

-  **Area Type:** Urban neighbourhood
-  **Density:** Medium / High
-  **Storey Heights:** Medium (3-6 Storeys)
-  **Plot Ratio:** Medium / High ( 1.0 - 2.0+)
-  **Building Line:** High (>60%)
-  **Active Frontage:** High
-  **Street Set Back:** Tight / Medium (0-3m)
-  **Street Widths:** Medium
-  **Open Space Focus:** Pocket parks / activity space / Communal gathering
-  **Car Parking Provision:** On-street / Off-street
-  **SuDS Focus:** Swales and planting / Rainwater capture



 We recommend...

- Up to five storeys for new development
- Creation of a tighter urban grain to reflect the Urban Village identity of the site with medium to high density development
- Celebration of the existing heritage assets on site with the use of brick and stone and articulated detailing
- Glazed active frontages to the primary routes through the site, making use of colour and signage to encourage identity
- Tighter street set backs up to 3m to foster high quality urban village identity
- Street greening along primary and secondary routes with pocket parks to encourage flow through and exploration of site
- A mix of on street and off street parking where applicable
- Use of swales and planting to pocket parks, rainwater capture for urban residential development

 We recommend that you avoid...

- Excessively tall or high density development which blocks views or public access to the marina
- Development which prohibits access to the rail station, Creative Industries Cluster or Town to the Sea sites
- Inward looking development, blank facades or extensive surface car parking

# Oakesway Growth

High quality, sustainable employment sites, focused around advanced manufacturing and light industrial uses in a high quality and biodiverse landscape setting.



## Context

The existing site context is defined primarily by large scale industrial units on site (C1), with periphery clusters of residential development. The character area can be defined as an industrial or business, science, and retail park typology, drawing upon the existing but limited context.



## Movement

A primary route along Oakesway to be emphasised (M1), with key gateway nodes established along Winterbottom Avenue and Skerne Road (M2) utilising signage, artwork opportunities. Promote a secondary street network to encourage mixed density of development but articulate key active frontages for overlooking and activity.

Creation of cycle and pedestrian links adjacent to primary vehicular route with opportunities to connect to National Cycle Route 14 and the town centre and coast. Promote a tertiary vehicular network for primary access points to development and service corridors as required. Creation of a formalised pedestrian and cycle connection to the east via the rail bridge and Ainderby Walk would be encouraged as would a cycle route through the site alongside Oakesway.



## Nature

Grey to green principles applied along Oakesway, emphasised along pedestrian and cycle streetscape employing opportunities for sustainable drainage zones, i.e. swales and rain gardens, tree lined streets. Enhancement and retention of existing green corridors along Winterbottom Avenue, Skerne Road and the rail line to the east of the site to encourage and provide continuous access for biodiversity. Promote a new woodland edge to the south east of the site to help separate the residential with industrial and provide biodiversity improvement opportunities (N1).



### Built Form

Plot coverage to mimic principles established by existing blocks and site density i.e. opportunities for large scale, two to three storey blocks, relatively low to medium density coverage. Service zones to rear of development where possible, set backs from primary and secondary access routes to provide opportunities for green streetscapes. Car parking to site behind green streetscapes where possible.

### Public Space

Making use of green streetscape opportunities to provide pedestrian access, with opportunities for pocket parks or miniature nature trails along Oakesway and into secondary access routes leading to town centre and coast. Focus on built development as opposed to public space at Oakesway. Developments should consider opportunities to create external spaces that support employee's wellbeing.

### Use

Encouraged active development of industrial, business, and science park usage. Promote active frontage along primary and secondary access routes where possible.














### Identity and Materials

High quality business park vernacular, with landscape to drive quality, building palettes to be simple and suitable for building use as per existing development. There is a need for improved wayfinding and branding of Oakesway with potential for improved gateways.



## Design Parameters

-  **Area Type:** Business or Science Parks
-  **Density:** Low / Medium
-  **Storey Heights:** Low ( $\leq 2$  Storeys)
-  **Plot Ratio:** Medium (1.0)
-  **Building Line:** Medium (40-60%)
-  **Active Frontage:** Medium
-  **Street Set Back:** Loose / Generous (3-6m+)
-  **Street Widths:** Wide
-  **Open Space Focus:** Pocket Parks / Nature Space
-  **Car Parking Provision:** Off-street
-  **SuDS Focus:** Basins and ponds / Reedbeds and wetlands / Swales and planting



 We recommend...

- Use of high quality but simple material palettes reflective of a business park environment
- Up to three storeys for new development
- Low to medium densities in keeping with existing development on site
- Active, outward looking facades where possible
- Street greening along primary and secondary routes to encourage pedestrian movement
- Off-street parking to secondary/back of house areas where possible
- Use of basins, ponds, reedbeds, and wetlands incorporated into wider landscape for sustainable drainage, with swales and planting to green links, and permeable surfaces to car parking area and hardstanding

 We recommend that you avoid...

- Extensive surface car parking directly adjacent to primary routes where possible
- Development of complex street networks which do not link at either end to other streets

# Queens Meadow Growth

High quality, sustainable employment sites, focused around advanced manufacturing and light industrial uses in a high quality and biodiverse landscape setting.

## Context

The existing site context is defined primarily by large scale industrial units on site, with periphery cluster of residential development to the north of Stockton Road and open green space to edge of southern site boundary. The character area can be defined as industrial or business, science, and retail park typology, drawing upon its existing but limited context.

## Movement

Primary circular route accessed via Stockton Road encouraged, with emphasis on existing access road utilising signage, artwork opportunities (M1). Additional opportunity for pedestrian and cycle access route to northwest of site via Stockton Road to improve accessibility (M2). Secondary street network to encourage mixed density of development but articulating key active frontages for overlooking and activity.

## Nature

Grey to green principles applied along primary circular routes, emphasised along pedestrian and cycle streetscape employing opportunities for sustainable drainage zones, i.e. swales and rain gardens, tree lined streets. A new woodland edge to the south and east of the site would define the Queens Meadow site boundary and provide biodiversity improvement opportunities (N1).



### Built Form

Plot coverage to mimic principles established by existing blocks and site density i.e. opportunities for large scale, two to three storey blocks, relatively low to medium density coverage. Service zones to rear of development where possible, set backs from primary and secondary access routes to provide opportunities for green streetscapes. Car parking to site behind green streetscapes where possible for commercial developments.

### Public Space

Making use of green streetscape opportunities to provide pedestrian access, with opportunities for pocket parks or miniature nature trails along circular access route for localised business park use. Focus on built development as opposed to public space at Queens Meadow. Developments should consider opportunities to create external spaces that support employee's wellbeing.

### Use

Encourage active development of industrial, business, and science park usage. Promote active frontage along primary and secondary access routes where possible.

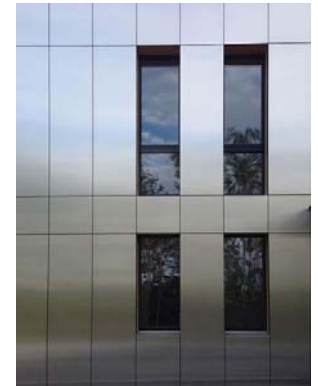
Alternative development such as residential (where appropriate) (U1) will be welcomed where it will support the wider delivery of the industrial estate.
















### Identity and Materials

High quality business park vernacular, with landscape to drive quality. Building palettes to be simple and suitable for building use as per existing developments. There is a need for improved wayfinding and branding of Queens Meadow with potential for improved gateways.



## Design Parameters

-  **Area Type:** Business or Science Parks
-  **Density:** Low / Medium
-  **Storey Heights:** Low ( $\leq 2$  Storeys)
-  **Plot Ratio:** Medium (1.0)
-  **Building Line:** Medium (40-60%)
-  **Active Frontage:** Medium
-  **Street Set Back:** Loose / Generous (3-6m+)
-  **Street Widths:** Wide
-  **Open Space Focus:** Pocket parks / Nature space
-  **Car Parking Provision:** Off-street
-  **SuDS Focus:** Basins and ponds / Reedbeds and wetlands / Swales and planting



 We recommend...

- Use of high quality but simple material palettes reflective of a business park environment
- Up to three storeys for new development
- Low to medium densities in keeping with existing development on site
- Active, outward looking facades where possible
- Street greening along primary and secondary routes to encourage pedestrian movement
- Off-street parking to secondary/back of house areas where possible
- Use of basins, ponds, reedbeds, and wetlands incorporated into wider landscape for sustainable drainage, with swales and planting to green links, and permeable surfaces to car parking area and hardstanding

 We recommend that you avoid...

- Extensive surface car parking directly adjacent to primary routes where possible
- Development of complex street networks which do not link at either end to other streets

# Way Forward

This Design Code has been prepared in accordance with the National Model Design Code, published by the Ministry of Housing, Communities and Local Government in June 2021.

It will support the HDC in exercising its planning functions in the Development area of Hartlepool. It is a material consideration in the determination of planning applications submitted within this area.

To discuss any aspect of this Design Code or for further information, please contact us at [HDCplanning@teesvalley-ca.gov.uk](mailto:HDCplanning@teesvalley-ca.gov.uk)



## BRIEFING ON THE FUTURE OF THE MIDDLETON GRANGE SHOPPING CENTRE

### SUMMARY

This briefing details the discussion surrounding the future of Hartlepool's Middleton Grange Shopping Centre. As this discussion is commercially sensitive, the full report is not for publication under the terms of paragraphs 3 of schedule 12a of the Local Government Act 1972. When a decision has been made, this report will be published.

### DETAIL

1. Hartlepool's Middleton Grange Shopping Centre is located at the heart of the Hartlepool Development Corporation zone and forms one of the major assets within the HDC.
2. HDC is in negotiations to buy the long lease for the asset. As part of the previously announced Master Plan, this is with a view to improving the retail landscape of the town centre, redeveloping the site with regenerated public spaces and a new frontage to open it up with a wider range of uses beyond retail.
3. This acquisition would help deliver the overall vision for Hartlepool - focused on accelerating the town by maximising the potential of its maritime past, manufacturing present and creative future.
4. This includes attracting 2,000 new, good-quality jobs; building up to 1,300 new homes; restoring, reinvigorating and reshaping a sustainable and vibrant town centre; and to renew the waterfront to create a thriving maritime economy around its historic Marina.
5. The plan would see Hartlepool Borough Council retain the freehold of the site, with the HDC Board appointing asset and property managers to oversee Middleton Grange on its behalf.

6. The acquisition proposal requires board approval and is due to be discussed at the Hartlepool Development Corporation board meeting on Tuesday, 28 November.

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