

**Red Hall Masterplan**  
**Local Centre Access and Parking Feasibility Study**  
**February 2016**

**Introduction**

In line with the recommendations of Place Scrutiny Committee officers have revisited the options to create additional shops and services in the area. Various sites have been identified in the Masterplan as possible locations. These are identified on the attached plan, numbered 1 to 5 whereby a 400m<sup>2</sup> net convenience store (in red) and the associated parking (in grey) have been overlaid on the plan for illustrative purposes.

The Joint Scrutiny Committee of the 26<sup>th</sup> November 2015 recommended that officers explore the parking and access arrangements, particularly those of site 3, to demonstrate that access for servicing would be feasible and safe and not adversely impact on the residential amenity of the area.

Advice has been taken from all relevant technical officers including planning and highways and the issues and options are explored below. A recommendation is made regarding the best locations based on this advice and balancing this with commercial considerations, site assembly, residential amenity, safety and the views of local residents.

The Highways section were asked to consider the implications of accommodating a doctors surgery or clinical space alongside the local centre, the benefit from the clustering of local services and creating a sense of place within the community. The general advice given was as follows;

“A retail centre comprising of 400sqm of retail units would require parking for 13 vehicles plus 3 widened disabled bays to accord with the Tees Valley Design Guidance (this does not take into account additional parking requirements for doctors surgery's/office units etc, and would cover purely the retail uses). The space for this size car park including access roads would be in the order of 400sqm.

If there is a doctor's surgery with these I would suggest Options 2 and 4 may need parking restrictions to deal with potential overspill from the car park. Experience at a number of medical centres means we are likely to expect on-road parking, something we would need to limit around any access/egress point.”

“Given the location of options 1 and 2 and their proximity to the DETC junction I would request a Transport Statement be provided to accompany these sites. Options 3 and 4 should not require this level of assessment.”

**Option 1**

At the entrance to Red Hall on the west side of McMullen Road, on the main junction with the Eastern Transport Corridor is Site 1. There are already commercial and retail uses in the immediate area, including a butcher in the adjoining units. The site is in the ownership of the Council. The views of the Highways section were as follows;

“Option 1 – Can be served off the existing highway infrastructure of McMullen Road. This junction provides access to larger industrial units and would therefore accommodate servicing vehicles to a new retail centre. Given the location this may be subject to a significant amount of pass-by traffic and may require increased parking requirements over that highlighted above.”

It can be demonstrated that this site could accommodate the building, servicing and car parking, although the size of the site would not allow for any further development or the clustering of services, for example clinical and medical facilities or complementary retail units. This site is likely to be commercially attractive on account of the potential passing trade; however it is remote from Red Hall and would require crossing McMullen Road to gain access for pedestrians and cyclists.

**For these reasons this option is not recommended as a proposed location for the local centre.**

### **Option 2**

This site is at the entrance to Red Hall on Coombe Drive and in common with Option 4 has some evidence of market interest. The site widens at this point and could spatially accommodate a convenience store and associated car parking, although this would be in front of the existing houses. The views of the Council’s highways section were as follows;

“Option 2 - Can be served off the existing highway infrastructure of McMullen Road and Coombe Drive. This junction provides access to a significant amount of housing and is a bus route therefore would accommodate servicing vehicles to a new retail centre. Coombe drive is currently traffic calmed and should not require further amendment. Given the location this may be subject to a significant amount of pass-by traffic and may require increased parking requirements over that highlighted above. A new junction off Coombe Drive would require careful placement to adhere to minimum junction spacing’s of 40m opposite existing junctions.”

Additionally the passing trade and parking would increase the use of the current junction which is currently the only access into Red Hall.

The site could accommodate retail development but, again, would not offer any potential to cluster services or provide complementary uses. In particular, in line with the general advice the accommodation of medical facilities might necessitate difficult to manage on-street parking issues. Additionally, the location of retail uses in this location may harm the residential amenity of the local residents in terms of views and vehicle movements.

**For these reasons this option is not recommended as the location for the local centre.**

### **Option 3**

This site currently accommodates the existing local shop and is close to the school and community centre. The site formerly accommodated the previous community centre and has limited associated car parking on Headingly Crescent. The site has been identified through the rationalisation of the green spaces within Red Hall that is focussed on ensuring that those that remain are better quality and the opportunities to develop new housing are fully capitalised on, increasing the number of residents and housing choices.

It is proposed in the masterplan to provide additional car parking for the school and community centre in this area. Additionally a road is proposed that will provide a through route from the end

of Coombe Drive, by-passing the school site and facilitating improved access to the centre of the area. The views of the Council's Highways section were as follows;

“Option 3 – Could be served from Headingly Crescent and smaller service vehicles (up to 10m long) should be accommodated within the existing highway infrastructure, although it would cause less of an intrusion/disturbance for local residents if all servicing and car borne trips to the development were taken off the end of Coombe Drive albeit a longer route round. Coombe drive is currently traffic calmed and should not require further amendment. As pointed out the local centre could share parking with the school as these could serve as a pick-up/drop off provision around school times but may require a slightly larger car park to accommodate both uses.”

In terms of the clustering of services this site offers scope for the expansion of the offer, further units, clinical space or a doctor's surgery in the future and is close to the current shopping provision in the area. This location is not only at the centre Red Hall and therefore accessible to most residents, it is at the centre of the proposed Eastern Growth Zone. There will be good connectivity with the adjoining Burdon Hill development and, as identified the proposed car parking and drop-off facilities for what is to be the local school for all will serve both the development and the community uses.

With the proviso that service vehicles approach the site from Coombe Drive residential amenity is unlikely to be impacted. It is recognised that there will be no passing trade in this location and as such any commercial development would have to be based on the number of local residents both now and in the future.

**For these reasons this option is recommended as a proposed location of the local centre.**

#### **Option 4**

This site is on Coombe Drive and in common with Option 2 has been the subject of commercial interest. This site is constrained and similarly could adversely impact residential amenity. The views of the Council's highways section were as follows;

“Option 4 - Can be served off the existing highway infrastructure of McMullen Road and Coombe Drive. This junction provides access to a significant amount of housing and is a bus route therefore would accommodate servicing vehicles to a new retail centre. Coombe drive is currently traffic calmed and should not require further amendment. The fear of this location would be that vehicles may be tempted to stop on the DETC to pop in for a quick shop as it may be quicker than negotiating the traffic calming on Coombe Drive and although the DETC is covered by a clearway could cause a safety concern. Boundary treatments to a new retail centre would have to be carefully designed to avoid this potential situation. A new junction off Coombe Drive would require careful placement to adhere to minimum junction spacing's of 40m opposite existing junctions.”

The site could accommodate retail development but, again, would not offer any potential to cluster services or provide complementary uses. In particular, in line with the general advice the accommodation of medical facilities might necessitate difficult to manage on-street parking issues. Additionally, the location of retail uses in this location may harm the residential amenity of the local residents in terms of views and vehicle movements.

**For these reasons this option is not recommended as the location for the local centre.**

## Option 5

Option 5 was identified in the masterplan as a development site, although local Members expressed some concerns over this as the Joint Scrutiny Committee, citing this area as a 'Peace Garden' dating from the 1970's. As the site was identified as a development site this was included to test the feasibility of accommodating the local centre in this location. The developable area is currently limited as demonstrated on the attached diagram and there would currently be limited scope to cluster services or provide complementary uses from example a doctor's surgery. Allied to the proposed development of the Red Hall Stables site this site could form a gateway to the new development, however this is currently constrained by Festing Court, in the ownership of Housing 21. The views of the Council's highways section were as follows;

"The junction of McMullen Road and Coombe Drive provides access to a significant amount of housing and is a bus route therefore would accommodate servicing vehicles to a new retail centre. The junction of Red Hall Drive onto Coombe Drive is around 17m from the main junction of McMullen Road and an increase of traffic associated with a local centre may increase the risk for shunts due to the junction proximity although visibility from the junction of Red Hall Drive is reasonable. Although there is no significant accident history at this junction within the last 5 years.

Red Hall Drive provides on street car parking for the nearby dwellings which may be a cause of congestion should traffic volumes increase along this stretch. Red Hall Drive is also a no through route therefore a turning facility will need to be made available to accommodate larger servicing vehicles.

Given the location this may be subject to a significant amount of pass-by traffic and may require increased parking requirements over that highlighted previously."

An alternative access could be provided to access the Red Hall Stables site which could alleviate some of the above; however this remains at the planning and feasibility stage.

In the absence of further land assembly this option is constrained in terms of the development potential and the clustering of services. Also, the views of local residents regarding this site were relayed and the development of the site could prove to be controversial.

**For these reasons this option is partially recommend as the location for the local centre subject to;**

- Further feasibility studies regarding access;
- Land assembly; and
- Further public consultation on any proposed scheme at an early stage.

## Conclusion

At this stage the preferred option for the local centre is Option 3, with the possibility of Option 5 subject to further design development, land assembly and public consultation. Options 1,2 and 4 are not recommended. To reflect this the masterplan has been updated to reflect site 11 as a 'Further Development Site' as opposed being purely designated purely for housing.

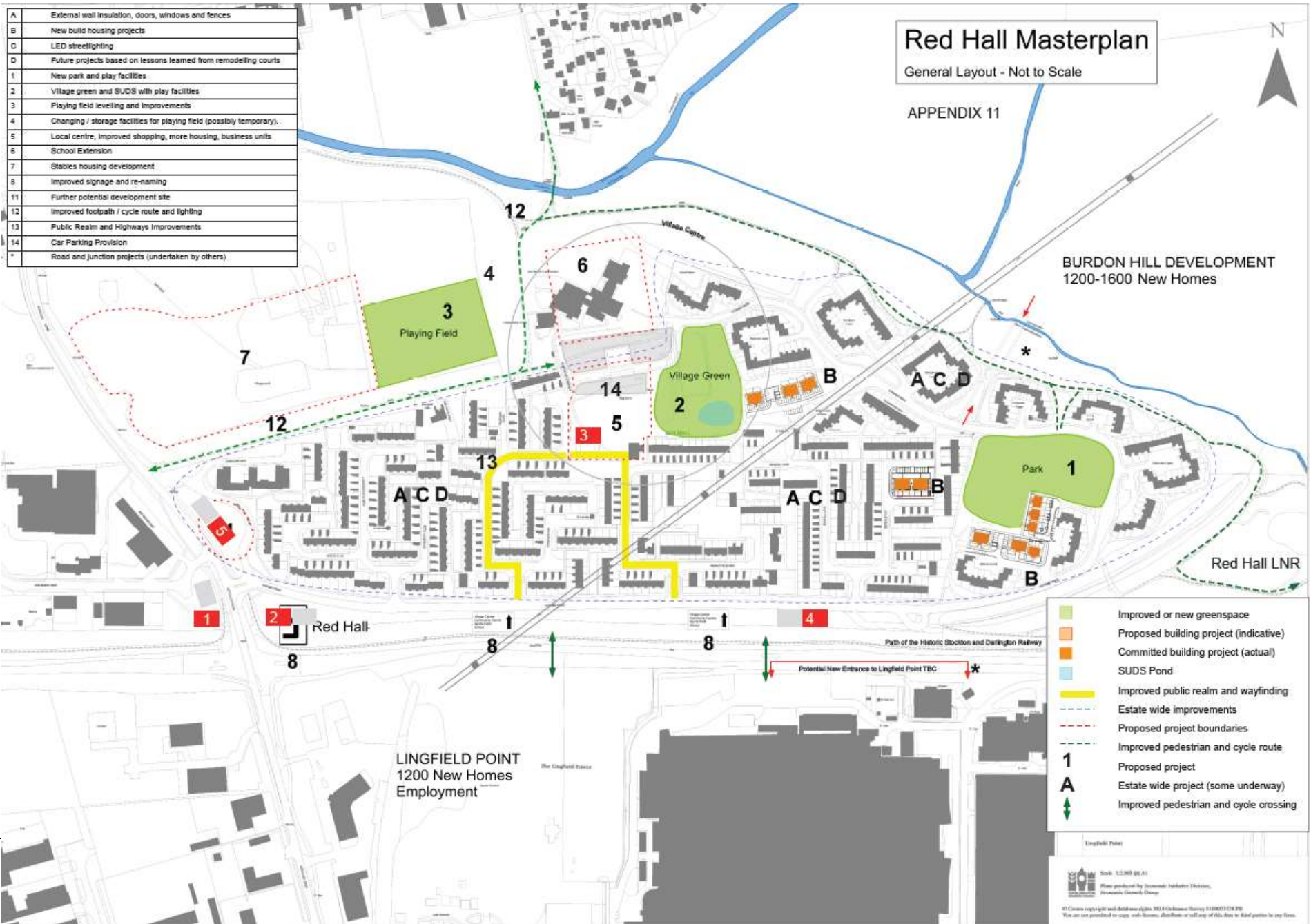
A	External wall insulation, doors, windows and fences
B	New build housing projects
C	LED streetlighting
D	Future projects based on lessons learned from remodelling courts
1	New park and play facilities
2	Village green and SUDS with play facilities
3	Playing field levelling and improvements
4	Changing / storage facilities for playing field (possibly temporary).
5	Local centre, improved shopping, more housing, business units
6	School Extension
7	Stables housing development
8	Improved signage and re-naming
11	Further potential development site
12	Improved footpath / cycle route and lighting
13	Public Realm and Highways Improvements
14	Car Parking Provision
*	Road and junction projects (undertaken by others)

# Red Hall Masterplan

General Layout - Not to Scale

APPENDIX 11

BURDON HILL DEVELOPMENT  
1200-1600 New Homes



- Improved or new greenspace
- Proposed building project (indicative)
- Committed building project (actual)
- SUDS Pond
- Improved public realm and wayfinding
- Estate wide improvements
- Proposed project boundaries
- Improved pedestrian and cycle route
- Proposed project
- Estate wide project (some underway)
- Improved pedestrian and cycle crossing

Lingfield Point

Scale: 1:2,000 @ A1  
Plan produced by: Strategic Planning Division,  
Strategic Growth Group

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