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STAINSBY

COUNTRY PARK & MASTERPLAN

DESIGN CODE

GRADONARCHITECTURE

Middlesbrough
moving forward

June 2022

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Middlesbrough moving forward

GRADONARCHITECTURE

Valley Environmental Consulting
Creative Solutions for the Built & Natural Environment

1.0
INTRODUCTION

1.0 INTRODUCTION

1.1 Foreword

The Stainsby Site allocation is a major opportunity to create a vision for high quality residential development in a growing Middlesbrough, that meets the needs of homeowners and enhances the natural environment; creating a unique quality of place.

If Middlesbrough is to continue to be moulded as a vibrant, modern and growing city, competing against the wider north east, then the development of high quality homes is of paramount importance. Although the population of England has increased by about 10% in recent years, for the first time in generations there is population growth in Middlesbrough, with people attracted to the opportunities presented by the growing local economy. The majority of this growth has been achieved towards the south of the borough, with housing sites performing very well in terms of completion numbers, and sale values.

Stabilising the population is essential if Middlesbrough is to consolidate its status as the city-centre of the Tees Valley. Stabilising the population will help to support and improve viability of local services such as schools and shops. The objective will be achieved through a combination of providing housing in locations, and of the type, that people want, and through improvements to the local environment and investment in facilities and infrastructure.

A mixed and balanced community at Stainsby is the ultimate aim with the opportunity to provide an outstanding 'country park' setting for this community not to be missed. Middlesbrough Council, Ward members, local people and Housing Developers, alike have contributed to the future vision for the site; with the emphasis firmly on creating a high quality and sustainable place to live.

This masterplan and design code is intended to set that vision, and to test future developments against its high standards.

1.0 INTRODUCTION

1.2 Purpose of the Design Code

The development of Stainsby as a new extension to the urban area of Middlesbrough has attracted significant interest from stakeholders who wish to see sustainable development. The purpose of this masterplan and design code therefore is to set out specific principles that should be adhered to in the pursuit of 'quality of place.'

Middlesbrough Council wish to utilise this document, adopted by the Council, as a tool to assess forthcoming planning applications. The document will therefore ensure that clear guidance is set out to developers on the scale, nature and type of development expected in relation to Middlesbrough's adopted Local Plan Policies.

Where specific requirements are set out, those 'hooks' will be identified in order to demonstrate that the masterplan is in line with Middlesbrough's Planning Policy, and where these would test any application.

The detailed guidance in this document is intended to ensure that a high quality development is created at design stage and retained throughout the approval and construction process to delivery.

It should be remembered however that this document is not intended to be prescriptive but provides a framework to guide development and sets out key design objectives and principles that all developments will be expected to embrace. The design solutions and plans are but one interpretation of what can be achieved. Developers will be expected to identify their own solutions to deliver the principles set out in this document.

To this end this document recognises that developers will not be restricted to specific house types, designs or materials rather it is intended to promote innovation and best practice, particularly in layout, street scene and the green infrastructure that is synonymous with a high quality of place.

The document intends to assess and build upon the significant body of work already undertaken at previous masterplan stages in relation to current objectives, identifying any outstanding issues and strategic objectives.

This design code and indicative masterplan is based on a thorough desktop assessment of the existing site, context and character, identifying landscape and visual constraints and opportunities as well as receptors such as Air, Water & Flooding, Heritage, Ecology, Public Rights Of Way and Transport Corridors, and Noise.

It is expected that the desktop assessment will be further developed, in line with best practice place making and design guidelines, during the detailed design stage.

The document will create a site specific best practice development vision for the site, with objectives and design principles that address wider environmental objectives and outstanding issues

Lastly the document will demonstrate an indicative Outline Masterplan & design code which meets the identified objectives and design principles and illustrates the development vision and spatial layout including;

- housing densities and typologies,
- road hierarchy,
- parking strategy,
- character areas,
- landscape strategy, including country park,
- indicative sections and vignettes etc

1.0 INTRODUCTION

1.3 The Vision

The vision for the allocated housing site at Stainsby is a sustainable, mixed and balanced community set within an outstanding and engaging landscape, that includes the creation of a new country park, providing over 1500 new homes. This iteration of the masterplan seeks to flesh these out and provide greater detail and clarity around these themes.

Central to this vision is the very simple blurring between country park and residential development. This 'start with the park' philosophy has driven the development of this masterplan where new residents, existing residents and visitors will always have the 'feel' of living in a park. This huge new provision of functional green space will greatly expand recreational activities in the local area.

1.3.1 Homes, Streets and Parking

A mix of standard developer housing types is anticipated, which will vary across the site from a high density around the central commercial hub area and along primary road frontages. Lower density development will dissipate towards the open countryside, alongside areas of the country park and particularly towards Bluebell Beck minimising the impact on this important habitat.

The character of the residential area will be homes within a park and therefore the impact of roads will be reduced to change driver behaviour, lower speeds and shared spaces that promote sustainable transport and active travel. The principal road will serve the development, alongside, cycle routes, with secondary and tertiary roads serving streets, lined with trees to provide legibility to the country park.

Parking is intended to be unobtrusive rather than dominating with ample spaces for cars, but avoiding bland parking courts, and visitor parking integrated with urban landscaping. Electric vehicle charging provision will be encouraged throughout.

1.3.2 Landscape, Nature and a New Country Park

Starting with the park sets the tone for the development to provide a crucial new green space and set of green infrastructures that permeates the development. The jewel in the crown of this, is the new Country Park. The purpose of this is to 'envelope' and pervade the residential area, providing setting and character.

The Country park would extend and enhance existing habitats, water courses and recreational areas including that of Bluebell Beck with the key concern that the green open space network should permeate the development at every turn.

New habitats created would include structural native and community woodland and glades, species rich grassland, and wetlands incorporating sustainable drainage systems to manage surface water, as well as more formal areas of planting such as orchards and growing areas and natural play spaces.

In total the open space within the masterplan area will account for at least 53% of the total area.

1.3.3 Community and Connectivity

At the heart of the development and connected to the Country Park is a new community and commercial Hub. This includes a new primary school, local centre, community centre and associated formal sports facilities. Permeating the development will be a network of safe formal and non-formal cycle routes and multi-use paths, including a commuting route and footpaths that link the country park, bluebell beck, and the commercial hub with residential streets and adjacent areas of Middlesbrough.

1.3.4 *Summary*

- *The site is allocated for a high quality mixed and balanced community with an opportunity for increased public space*
- *A residential development within a new Country Park setting*
- *A mix of housing types, and densities creating distinct character*
- *Access for sustainable transport as well as new roads to serve the development*
- *Opportunities for a central commercial and community hub serving as the heart of the development*
- *Enhanced connectivity to and from the wider area via a network of paths*

Chicago Botanic Garden Learning Campus, MYK-D © Kate Joyce

Kurve 7, Stu/D/O © Stu/D/O, Ketsiree Wongwan

Kromhout Barracks / Karres en Brands © Jannes Linders

1.0 INTRODUCTION

1.4 Planning Policy Context and the Existing Site

The existing Stainsby site was allocated as a Housing Site within the adopted 2014 Local Plan with a specific policy attached governing the expected outcomes via Policy H21. This policy is the golden thread that runs through the philosophy of the masterplan with key elements of delivering housing within a mixed, balanced community and a country park.

Key to driving the final quality of the masterplan design will be adherence to Local and National Planning Policy. There are a number of elements to ensuring that policy will be met by the proposed planning applications, mirroring the level of design within the master plan.

These relate to the Middlesbrough Local Plan, Infrastructure Delivery Plan as well as the Middlesbrough Urban Design Guide. The Stainsby Masterplan is intended as a guide to developers on behalf of the local authority to provide certainty over design.

Due to the nature of the site as greenfield and with reasonably certain development costs, lack of abnormals such as remediation the site is considered to be able to support the proposed housing numbers and infrastructure requirements within Policy H21.

The current planning policy context for the site in relation to its 'golden thread' of H21 is intended to set the bar intentionally high to achieve a strong quality of place. This combined with key elements of the Core Strategy and the Middlesbrough Urban Design Guide form material considerations in the masterplan design.

Housing Local Plan Policy H21

130 ha of land are allocated at Stainsby Hall Farm and Stainsby Hill Farm for a mixed and balanced residential community.

The following uses are considered appropriate:
- Residential – 1670 dwellings of which a minimum of 1125 to be completed within the Plan period up to 2029.
- Employment (B1 use) 2ha.
- Local retail centre – to be provided when need arises.
- Primary school – to be provided when needs arises.

The Council will require the development to deliver a high quality scheme that:

a. *Creates residential development in neighbourhoods of identifiable character which provide variety and diversity in layout and design.*

b. *Provides a mix of dwelling types and sizes, including three and four bedroom detached and semi-detached dwellings.*

c. *15% of dwellings to be affordable provided as 5% of the dwellings on site and a 10% off-site affordable housing contribution.*

d. *Provides the school and local centre in a central location which maximises accessibility for future residents, timing to be agreed subject to need.*

e. *Is accessed from both the B1380 and A1130 creating a link road through the development.*

f. *Provides any necessary off-site improvements to transport infrastructure to ensure that traffic generated by the development does not have a detrimental impact on the highway network.*

g. *Provides pedestrian and cycleway links throughout the development to improve connectivity including links to the residential areas and community facilities located to the east of the site and to the public right of way to the south west of the site.*

h. *Incorporates a country park along the western and south western parts of the sites including significant areas of woodland and structural landscaping to provide screening from the A19.*

i. *Incorporates green corridors adjacent to Saffwood Beck and Blue Bell Beck, including a local park west of Saffwood Beck with pedestrian links to open space at Stotfold Walk.*

j. *Where crossings over the becks are required this shall be by clear span crossings rather than culverting.*

k. *Enhances the Local Wildlife Site in the north of the site and provides compensatory provision for any loss of habitat required for highway access.*

l. *Maximises the use of SUDS, water efficiency measures and landscape buffers as appropriate to protect Saffwood and Blue Bell Beck from urban run-off and sedimentation.*

m. *Maintains an access route for farm vehicles from the farmstead at Stainsby Hill Farm to the farmland south of Stainsby Grange Equestrian Centre. A noise assessment will be required to take account of traffic noise from the A19 and A174.*

1.0 INTRODUCTION

1.4 Planning Policy Context and the Existing Site continued..

Middlesbrough Core Strategy Design - CS5

CS5, requires that *"all development proposals will be required to demonstrate a high quality of design in terms of layout, form and contribution to the character and appearance of the area".*

Policy CS5 further seeks the *"enhancement of the best characteristics of Middlesbrough's built environment to create a positive identity for the town and improve the quality of life of its population".*

Middlesbrough Urban Design Guide

This document will be used when determining most planning applications and failure to comply with the guidance set out in this document will be resisted.

A successful development should: -

a) relate well to the surrounding geography and history of the land, and contribute to the wider environmental benefits for the town;

b) be of a density that is appropriate to the locality;

c) respond to the natural patterns of movement in and around the site and encourage connectivity;

d) respect and exploit already established important local and strategic views and vistas;

e) relate to the scale (height and massing) of the surrounding buildings;

f) consider the diversity and pattern of the already established surrounding urban grain, block and plot size;

g) consider the current building line;

h) ensure satisfactory measures are incorporated in the design and location of the development to minimise the effects of noise from any existing or potential sources nearby;

i) create a site with identity;

j) act as a visual focus, or complement the open spaces that already exist;

Legibility, clear definition of public/private realm

Buildings and the spaces between them should work together to create key recognisable events and places that are easy to navigate through. Spaces are most successful when it is easy to identify who is meant to use them.

Development can be designed to ensure that places are easily understood by:-

a) creating or redefining a clear hierarchy of routes, streets and spaces;

b) locating activity and mixes of uses along key transport corridors;

c) relating building heights to streets and spaces to reinforce their relative importance;

d) supporting a hierarchy of open spaces whose function and importance can easily be understood through their design;

e) relating development to the visual connections between it and the surroundings;

f) protecting and enhancing existing locally distinctive landmarks;

g) creating new landmark buildings and spaces where appropriate e.g. gateway sites;

h) incorporating memorable public art at landmark locations;

i) reinforcing visual connections along routes with appropriate landscaping, lighting and signage;

j) designing developments so that their intended functions are clear, and the access to entrances are visible and appropriately located; and,

k) forming easily recognisable and clear delineation between private and public land through the use of boundary treatments where appropriate.

1.0 INTRODUCTION

1.4 Planning Policy Context and the Existing Site continued..

Further to the above elements of Local Planning Policy and also Design Guides, the Stainsby Masterplan has been designed to '**One Planet Living Principles**' wherever possible.

The One Planet Living framework adopted by Middlesbrough Council and partners is built around ten principles of sustainability that relate to environmental, economic and social aims. By gradually making changes to the way we do things we are making Middlesbrough a more sustainable community - one which lives within the planets available resources.

Referenced in the Middlesbrough Urban Design Guide the One Planet Living Principles are intended to be designed into the Stainsby Masterplan and these identified opportunities for each of the ten principles to work within the masterplan are shown below for guidance to developers;

Zero Carbon- The design although on the edge of the Middlesbrough Conurbation will ensure adequate reduction in car usage as well as maximising opportunities for buildings to utilise renewable energy and passive measures.

Zero Waste- The creation of the country park will ensure that on site cut and fill could be reused.

Sustainable Transport- The masterplan aims to wherever possible connect the development to existing sustainable transport links in the south of Middlesbrough. A key consideration will be a cycling commuter route throughout the development to allow quicker access to the town centre.

Sustainable Materials- Although largely controlled by other regulations it is likely that builders using standard house types will use a degree of sustainable materials.

Local and Sustainable Food- There may be opportunities to create food growing areas within the both the private areas as well as the public realm.

Sustainable Water- SuDs will be employed in a number of ways and as part of the wider development in order to create low run off rates minimising flooding issues on site. These areas with higher flood risk on site will be considered within the detailed design process with opportunities for creation of detention ponds or larger areas of water retention as part of the landscape structure or country park. Provision of further Bluebell Beck Improvements in water quality and natural habitats and protection of the Beck from Impacts via appropriate buffers will be a key element of the design.

Land Use and Wildlife- Achievement of a well used and valued network of well maintained Open Spaces which cover all the future requirements of Middlesbrough residents in terms of different types of land use such as allotments, parks and gardens and natural green spaces. Open Space and the green infrastructure should be, where possible, publicly accessible, well signed and welcoming. Open Spaces will be used to support health and recreational activities. Middlesbrough residents will be actively involved in the future of their local spaces. Areas of cultural, historic or natural significance will be restored and interpreted Allotments into self use, volunteer groups supported in management and development of green spaces, key to the potential for a flourishing country park.

Culture and Community- The creation of the country park should assist with creation of a community and also improve wellbeing with access to high quality open space.

Equity and Local Economy- The masterplan seeks to create a mixed and balanced new community to provide new homes in strengthening the Middlesbrough economy, as well as provision of a new commercial hub in a sustainable location including shops, a school, commercial property and a country park visitor centre.

Health and Happiness- Improve the natural and urban environment to create healthy and sustainable opportunities to improve economic and social opportunities for community and volunteer engagement. The design and creation of a country park will provide a solid foundation for community engagement and events.

The ten One Planet Living principles:

- Health and happiness
- Equity and local economy
- Culture and community
- Land and nature
- Sustainable water
- Local and sustainable food
- Travel and transport
- Materials and products
- Zero waste
- Zero carbon energy

ONE PLANET LIVING

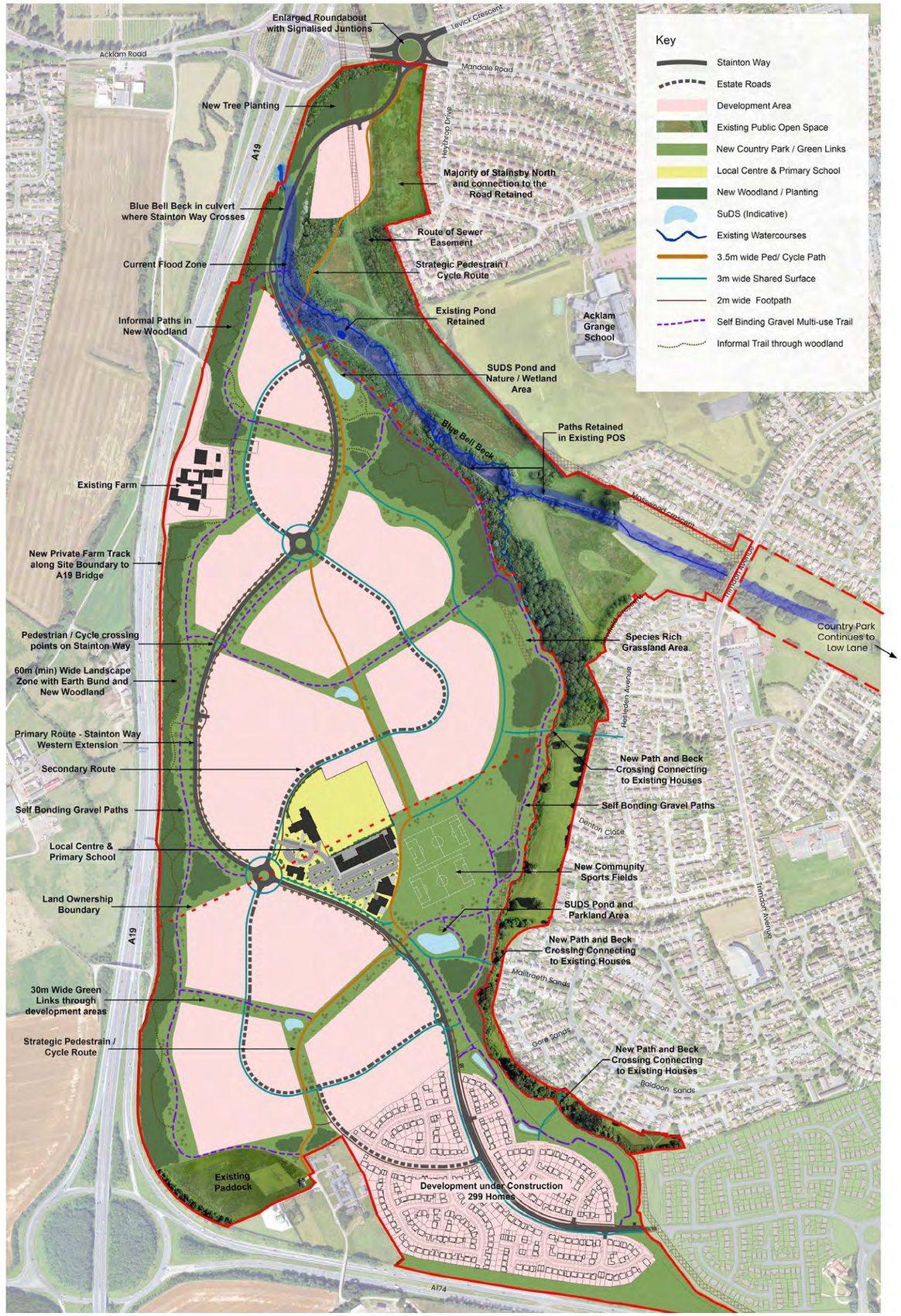
1.0 INTRODUCTION

1.5 Review of Existing Masterplan

Before undertaking any proposals GRADONARCHITECTURE with Valley Environmental have undertaken a full review of the Stainsby Draft Masterplan as completed by Niven Architects and TGP Landscape Architects.

This foundational process included initial site analysis and the development of a combined masterplanning & landscape strategy over three Public Consultations. These Consultations were vital in defining the parameters that brought about the positioning of the Primary Road and access to the development sites. The position of the local centre and landscape corridor concepts were also explored with initial ideas of the relationships between the developments and the green space.

GRADONARCHITECTURE and Valley Environmental have sought to use these thoughts as a basis of the Design Code, further enhancing and developing these concepts.



1.0 INTRODUCTION

1.6 Updated Masterplan

The detailed scheme seeks to define a landscape driven masterplan creating a development that is continually connected to the wider country park.

To do this a series of Site analysis and desktop studies have been undertaken to inform a naturalised approach to the landscape driven elements. These studies and parameters then inform a framework to define a series of Urban principles in response creating hierarchies and features to define and enhance local identity and placemaking.

2.0
SITE ANALYSIS

2.0 SITE ANALYSIS

2.1 SITE LOCATION

The site allocation lies to the South West of the centre of Middlesbrough in a prominent location bordering the A19 and the A174.

The site therefore has ease of connections to the surrounding boroughs through this network of wider connections.

2.2 EXISTING SITE PLAN

The site itself is predominantly greenfield site made up of Farmland, Green Open Spaces and Woodland.

Due to bordering the A19 and A174 the site itself is isolated from the neighbouring green field land and is currently inaccessible to public access.

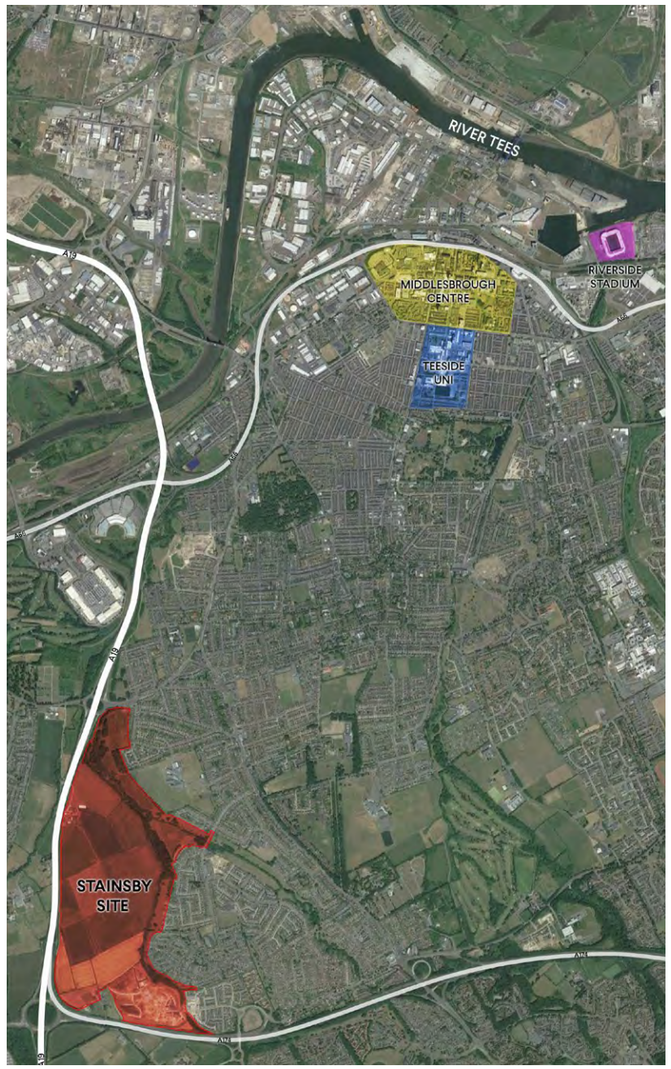
2.3 SITE OWNERSHIP

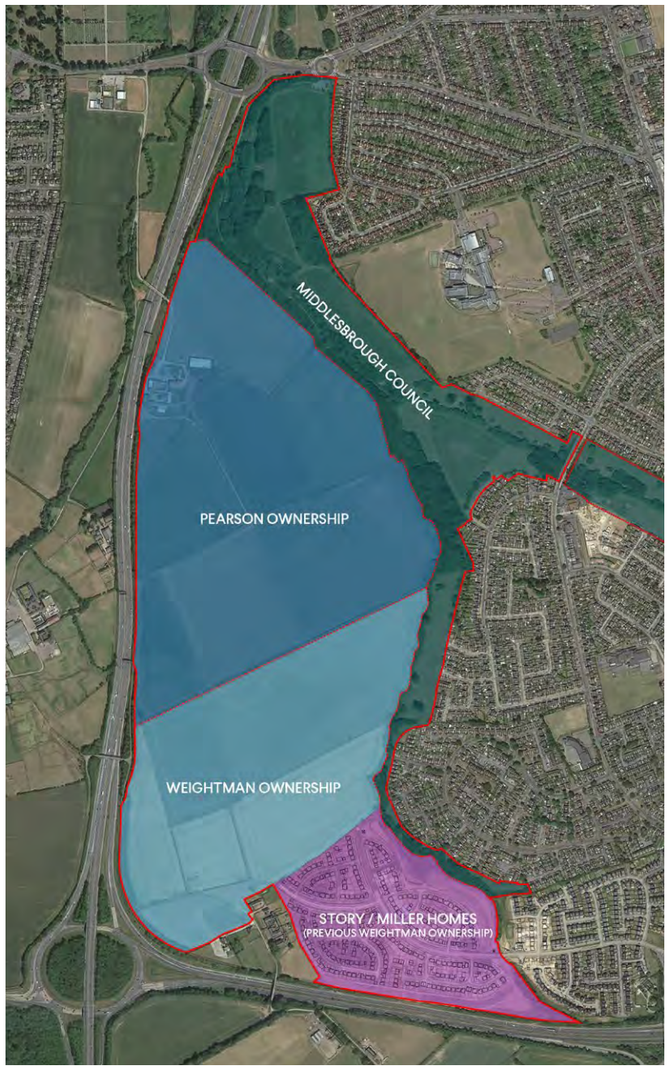
The 140ha site is divided into three Principal Ownerships.

Middlesbrough Council own the public accessible land to the East which incorporates the Green Open Spaces, Woodland, Blue Bell Beck and Mandale Meadow.

The farmland is divided between two ownerships, the Pearson's and the Weightman's.

The southern most portion of the land has already transferred from the Weightman ownership to Story / Miller Homes who are in process of developing 299 homes with access from Jack Simon Way.





2.0 SITE ANALYSIS

2.4 SITE VIEWS

View 1
View of North Public Open Space from existing car park.
Features:
- Flat meadow.
- Mature trees bordering the A19.
- Existing residential houses to the left.

View 2
View from Mosswood Crescent over BlueBell Beck.
Features:
- Beck runs in a small depression with trees following the same route.
- Large public open space.
- Mature trees by the Beck and at the far site boundary.

View 3
View from access lane to Stainsby Farm.
Features:
- Land in foreground slopes steeply.
- Open farm land used for grazing.
- Long view to the Cleveland Hills.


VIEW 1


VIEW 2


VIEW 3

2.4 SITE VIEWS CONTINUED.

View 4
View from path near Curthwaite.
Features:
- Existing houses facing on Public Open Space.
- Beck runs in a small depression with trees following the same route.
- Open fields beyond the beck.

View 5
Features:
- House and helicopter hangar on the right of photo.
- Grass paddock in the foreground.
- Long views over Teesside.

2.0 SITE ANALYSIS

2.5 Topography and Flood Risk

The site has a range of ground conditions. The majority of the land within private ownership is gently undulating and sloping fields. However, this land slopes more steeply where the Blue Bell Beck and Saphwood Beck flow through the site and have created small valleys along their course. There is also a band of steeper sloping ground near Stainsby Farm.

The land owned by Middlesbrough Council features two flat areas of public open space, Acklam Meadow and Mandale Meadow, but the majority of the land is sloping towards the Becks.

There is a small area of the site that has been identified as a flood risk zone within the Pearson land ownership. The flood risk zone in general predominantly occurs along the course of Blue Bell Beck and particularly to the North-West just before it is culverted under the A19; at the highest point of the tidal reach.

2.6 Site Access

There are only two potential access points to the site. Access points are limited as no new access can be created from the A19 or A174 which border the south and west of the site. To the east is an existing residential area and any new access from here would create unacceptable additional traffic through these areas. Two potential site access points have been identified at north and south of the site.

South Access
The south access point will be an extension of Jack Simon Way. The first phase of development from this access has already been designed and approved. From this first phase of development there are two access points into the next phase of development.

North Access
The northern access point is from the existing Mandale roundabout where there is already an access to a small car park. This car park has the potential to be enhanced to serve as an additional entrance to the proposed Country Park and green open space network. It already serves as access to the green space for dog walkers and the local community and will be retained and enhanced in its function.

2.7 Rights of Way & Connections

There is one Public Right of Way to the South of the site. The route is along the site boundary next to the A19 and A174. The PROW crosses the A19 and A174 on single track road bridges. The crossing point of the A19 and A174 are important connections to retain as there are very limited crossing points on these roads for pedestrians, cycles or horses.

Within the council owned Public Open Space land there are a number of footpaths that are well used by the local community, although they are not formally recognised as PROWs. Some of these routes are permanent features with tarmac paths, other are more informal routes across the public open spaces that have been created by people using the space. There are a number of bridges crossing Blue Bell Beck but none across Saphwood Beck.

The country park will create an extensive network of formal and informal paths creating links to land to the west of Blue Bell Beck, which currently has no public access.

2.8 Trees & Hedges

There is a ribbon of trees along the route of Blue Bell Beck and Saphwood Beck. This cluster that extends from the South, near Jack Simon Way and stretches North to Stainsby North. At the north of the site the woodland widens and expands beyond the route and frames part of Stainsby North.

Although there are the occasional mature trees much of the woodland is relatively new, apart from two significant areas of trees; West Plantation & Acklam Whin (or Fox Covert) which are shown on maps dating back to 1853.

The areas of agricultural fields are separated with hedge boundaries and the occasional hedgerow tree.

It is intended to retain the existing trees along Blue Bell Beck where possible and enhance with new woodland planting as appropriate as part of the new country park.

2.9 Air Quality and Easements

The most significant issues regarding air quality is anticipated to be traffic noise from the surrounding roads. The A19 & A174 both have high volumes of traffic.

Appropriate solutions to mitigate any noise pollution will need to be incorporated into the design. The height of the site in relation to these roads varies across the site and the noise mitigation measure may vary across the site to adapt. In some areas landscape bunds already exist to help mitigate the road noise, however in other areas the A19 is level with the site.

There is one significant easement that affects the site, but this is only on the north sections. Two large sewer pipes pass under the site and no development can be built within their easements.

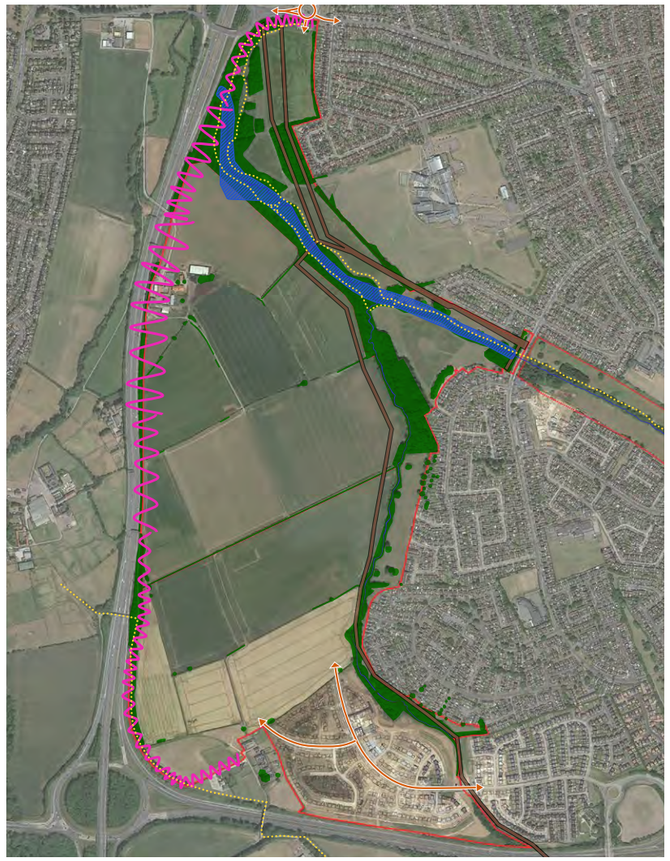
Apart from the above there are no other significant easements that affect the site.

2.10 Site Analysis Summary

All the previous site analysis diagrams have been brought together in this image to give an overall appreciation of the site constraints and opportunities.

<u>Key Opportunities & Constraints</u>

- Large site with predominantly gently sloping land does not limit development layouts option.
- Sloping topography around the becks creates opportunity for interesting POS.
- Existing POS and mature woodland can be incorporated and expanded upon to create the Country Park.
- New development can face onto attractive POS.
- Very limited impact from flood risk.
- Main site entrance road from the South does not cause disturbance to any features within the site.
- Noise pollution from A19 & A174 will need to be mitigated.
- Site is not part of the Conservation Area.
- Easement around sewer pipe throughout the site will restrict certain uses and landscaping approaches.
- Links to surrounding residential areas possible.



2.0 SITE ANALYSIS

2.11 Desktop Analysis Overview

The site has undergone a desktop assessment for constraints associated with environmental impacts from residential developments. This includes a DEFRA MAGIC website search to identify potential receptors.

Fig 2 and fig 3 shows the comparison between the existing landscape , as shown by the satellite image, and the historical landscape, as shown by the extract of the 1853 map. Apart from the encroachment of housing and roads the pattern of the landscape is clearly identifiable. The locations of former orchards have been highlighted on the plan as has West Plantation and Fox Covert, which continues to form a significant landscape feature. As is evident the pattern of the landscape across the site has changed little, woodland cover has perhaps increased and West Plantation and Acklam Whin are easily identified, along with a number of orchards associated with the historic farm steads. The location of West plantation has been transposed onto the satellite image, as has the location of the orchards; however the orchards are now gone or in severe decline. Existing woodland will be retained and enhanced and the presence historically of orchards will inform the design. The rectilinear pattern of later enclosure hedgerows, many of which are now missing or in decline or recently re-established, will not be retained and instead a more naturalistic approach will be used based on landform and drainage.

Fig 4: Habitats
Due to the predominantly agricultural nature of the landscape, habitats are restricted to narrow hedgerows and field edges. Small blocks of woodland follow the line of bluebell beck, the most significant of which are West Plantation and Fox Covert. Generally the riparian habitats associated with the beck are very narrow. The northern most point of bluebell beck is under the influence of the tidal reach, which may cause seasonal flooding into the area directly south of the culvert. The plantation shown on Fig.4 is not present and there is only marginal evidence remaining on site of the former farm orchards. The area of ancient woodland to the south west is disconnected from the site by the A19.

Fig 5: Biodiversity.
Whilst there are parts of the site with high biodiversity, Fig 5 helps to highlight the relatively low site biodiversity across the masterplan area and reflects the sites use as intensive arable farmland. Bluebell Beck however has the potential to deliver significant environmental benefits in the form a of a wide range of habitats including woodland, wetlands, grassland and riparian habitats and has a high priority.

Fig.2 Existing Site Satelite

Fig.3 Extract map 1853

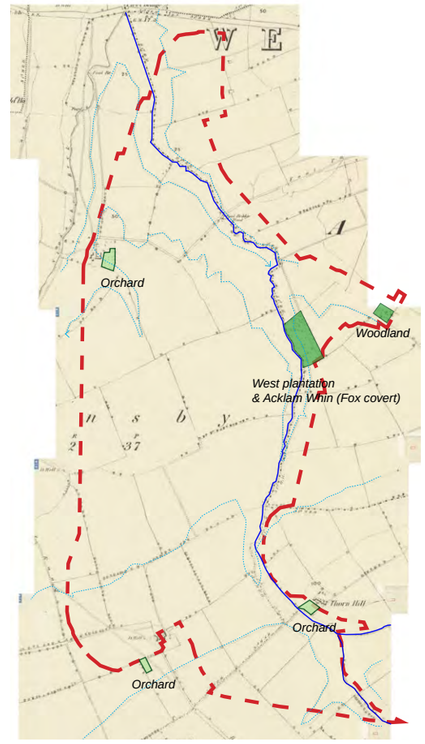


Fig.4 Habitats

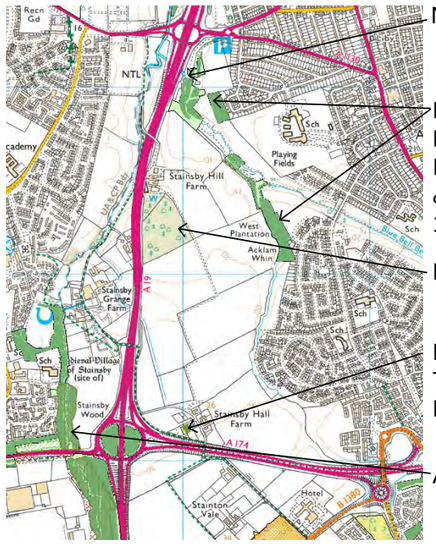


Fig.5 Biodiversity

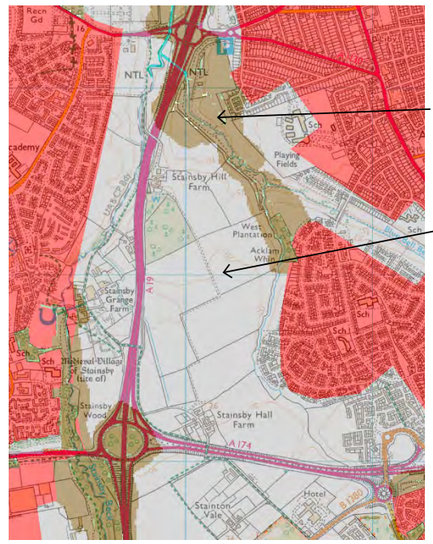
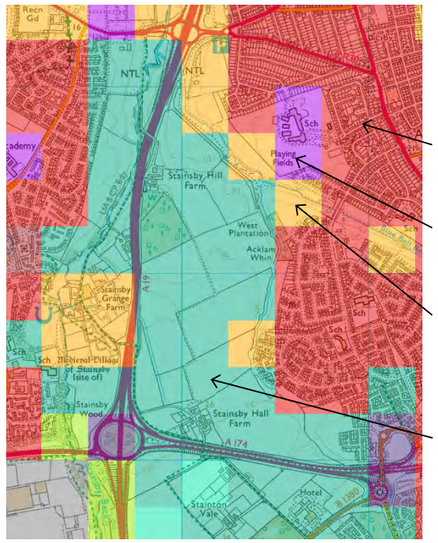


Fig.6 Landscape



NCA 23 Tees Lowlands

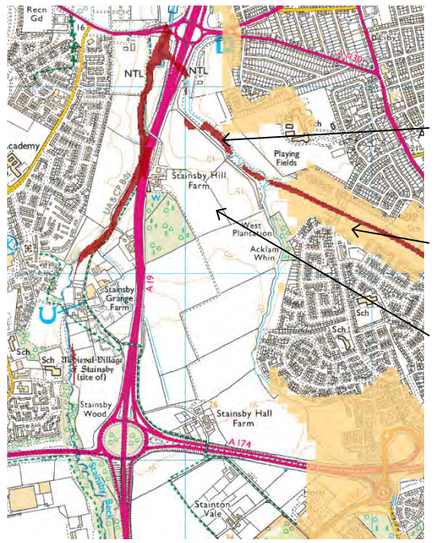
Settlement
inter-war to postwar

Civic Provision; Education

Recreation; Park &
Garden, Planned Fields

Enclosed Agriculture;
Pre-Modern, Planned Fields

Fig.7 Water

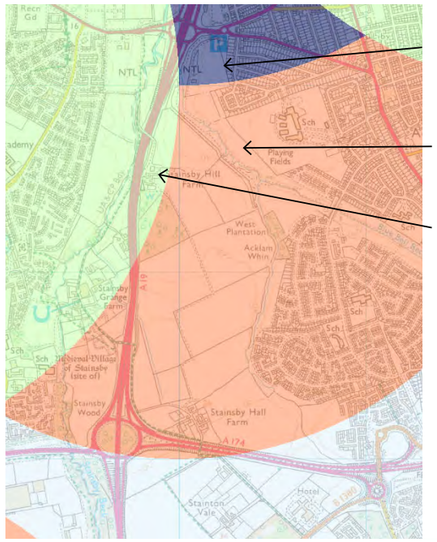


Woodland Flood Risk
(High Spatial Priority)

Woodland Flood Risk
(Lower Spatial Priority)

Keeping Rivers Cool

Fig.8 Species

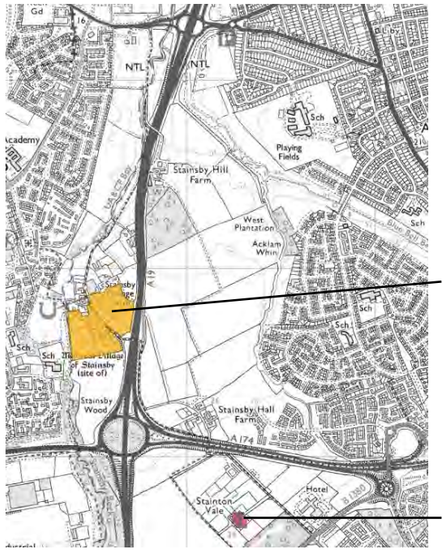


Lapwing/Tree Sparrow

Tree Sparrow

Grassland Assemblages
Farmland Birds/Lapwing/
Redshank/

Fig.9 Designations



Stainsby medieval village
& open field system
Scheduled Monument

Stainton Vale Farm House
Grade II

2.0 SITE ANALYSIS

Fig 6: Landscape

The site is situated within the NCA Character area 23 of the Tees Lowlands and surrounded by urban development including the A19 to the west and residential development to the east, , including schools, dating from the 1950s to the 1980s. The majority of the site itself comprises enclosed and private agricultural land. The development of the peripheral areas is shown on Fig 10.

Fig 7: Water

Bluebell Beck forms the primary water course within the area with a number of areas of standing water in the area. There is some flood risk from rivers within the Bluebell Beck area to the north of the site and some further surface water flood risk in the central east areas of the site.

Fig 8: Species

Notable species identified within MAGIC include Lapwing and Tree Sparrow to the north of the site as well as Grassland assemblages, Farmland Birds and potentially Redshank. Bat species are expected within Bluebell Beck and are likely to use this area as well as linear hedge features for foraging.

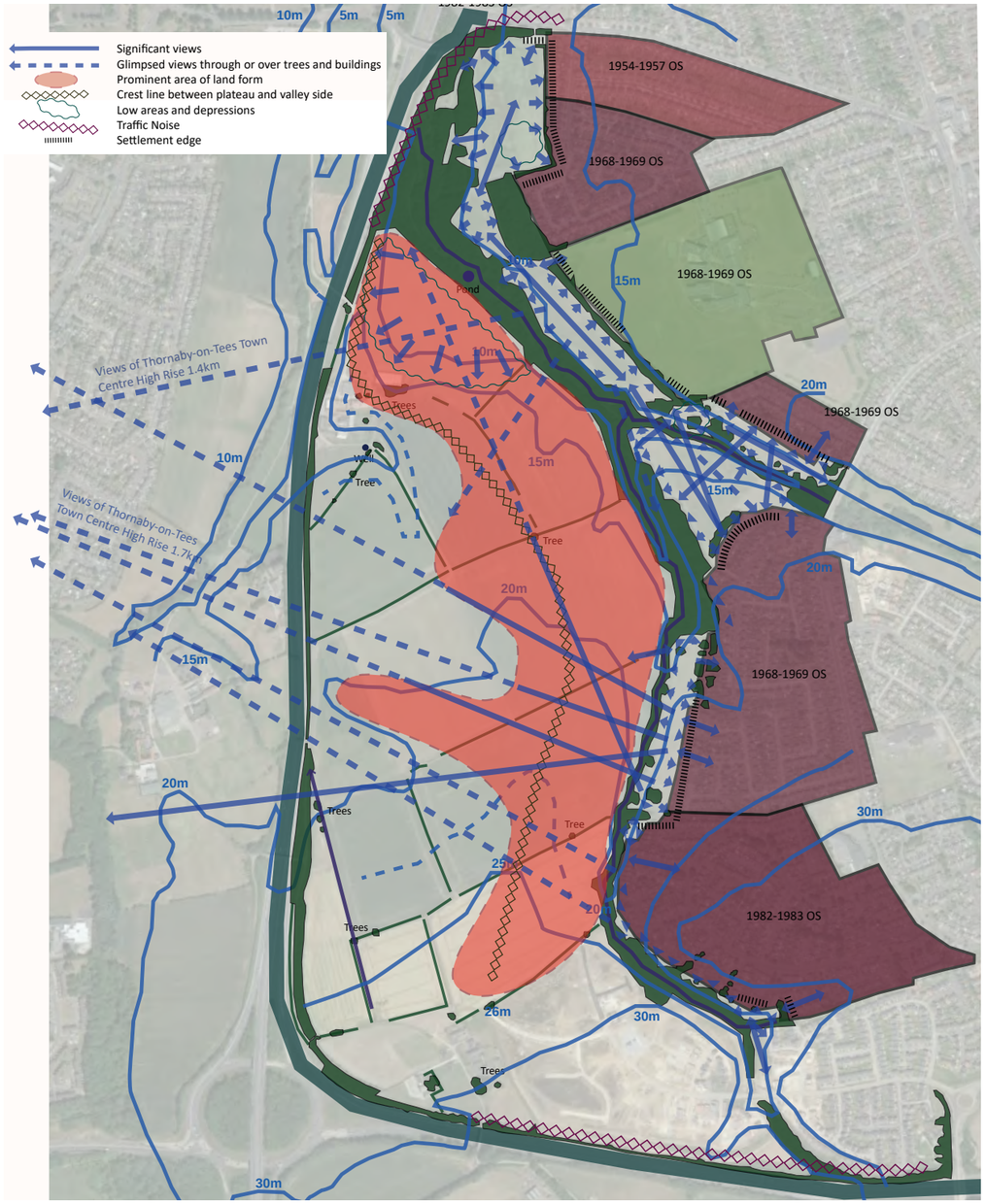
Fig 9: Designations - Heritage

Stainsby Medieval Village whilst outside of the masterplan area, and cut off from it by the A19, there is potential that parts of the site may have historic/ heritage value.

2.0 SITE ANALYSIS

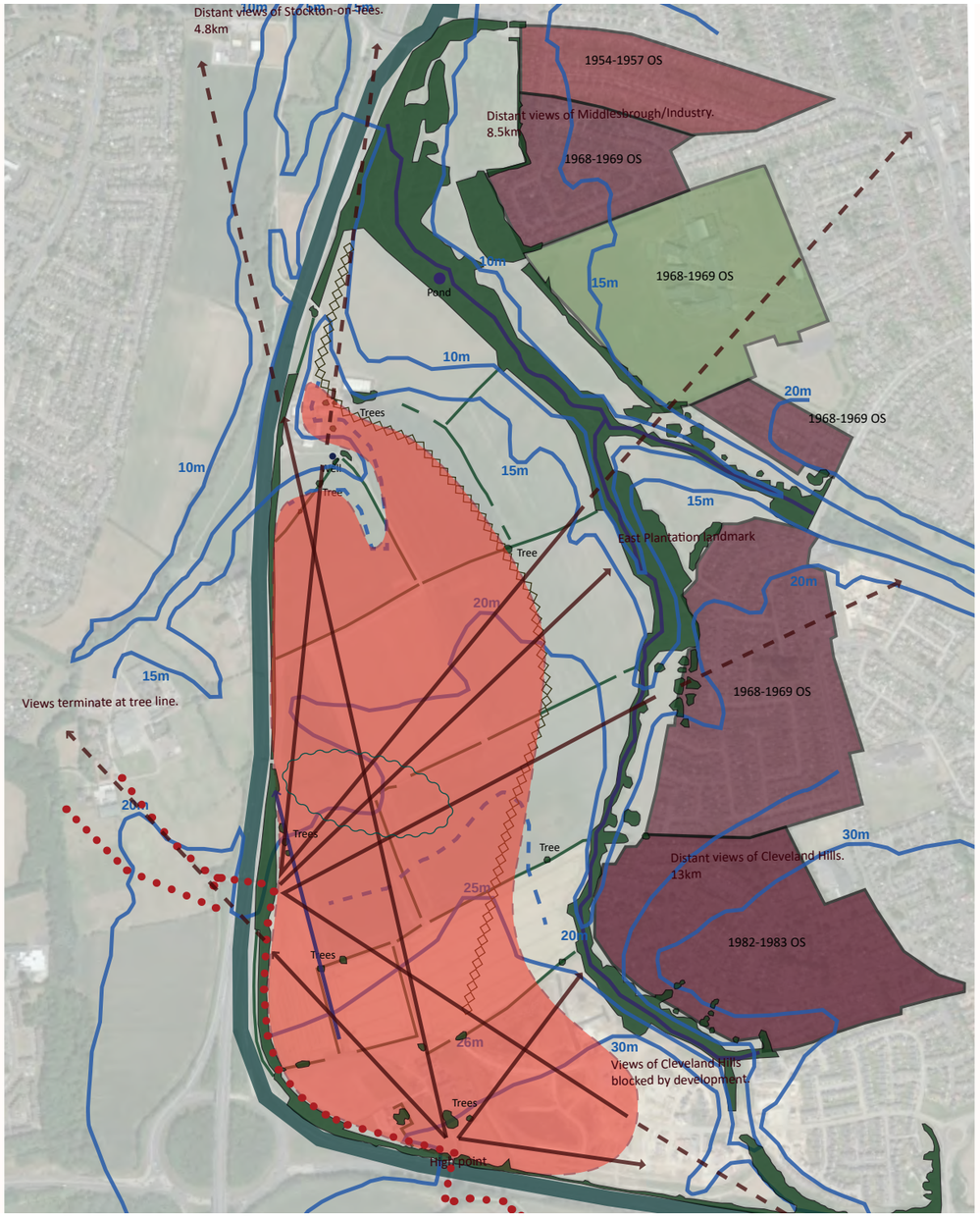
2.12 Views from Public Open Spaces

The POS to the East of Saphwood and Bluebell Beck is generally inward looking and compartmental, with the occasional long axis views through the compartments that often terminate at existing housing. There are occasional views over or through the trees to the high points within the development site, most notably from the POS to the west of Foxberry Ave, due to the narrow line of trees along the beck at this point. The development site occupies a gently undulating plateau spur, dissected to the west by the A19 and delineated by the course of the Bluebell and Saphwood Becks to the East, the sides of which become steadily steeper to the south. Other than blue bell beck here are few dramatic features other than shallow depressions and hollows. Due to the topography the most prominent views of the development site follow the crest line between the plateau and the steeper valley side. The multi-story buildings of Stockton-on-Tees form a focal point in many of the longer distance views.



2.13 Views from Public Rights of Way

There is a high point to the south of the site, on the bridge that the footpath crosses, that provides good views across the site; To the North across Stockton and Middlesbrough and distant views East toward the Cleveland Hills and Roseberry Topping. Generally though views are not dramatic and are dominated by the tree line along Bluebell Beck, including the prominent East Plantation, and the existing housing development in the middle distance. The elevation of the high point is not great enough for views not to be blocked by the proposed development; other than from the very edges of the development.



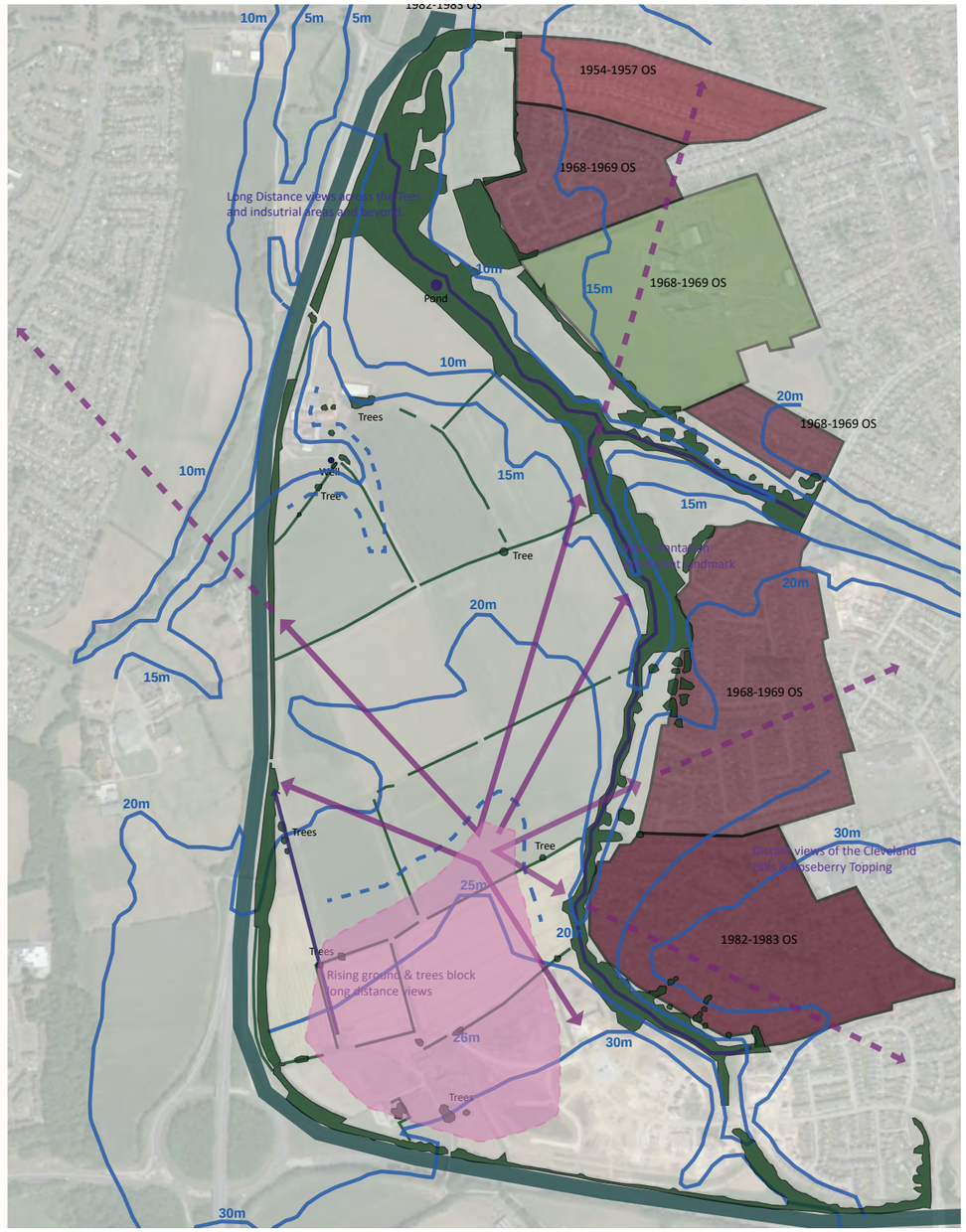
2.0 SITE ANALYSIS

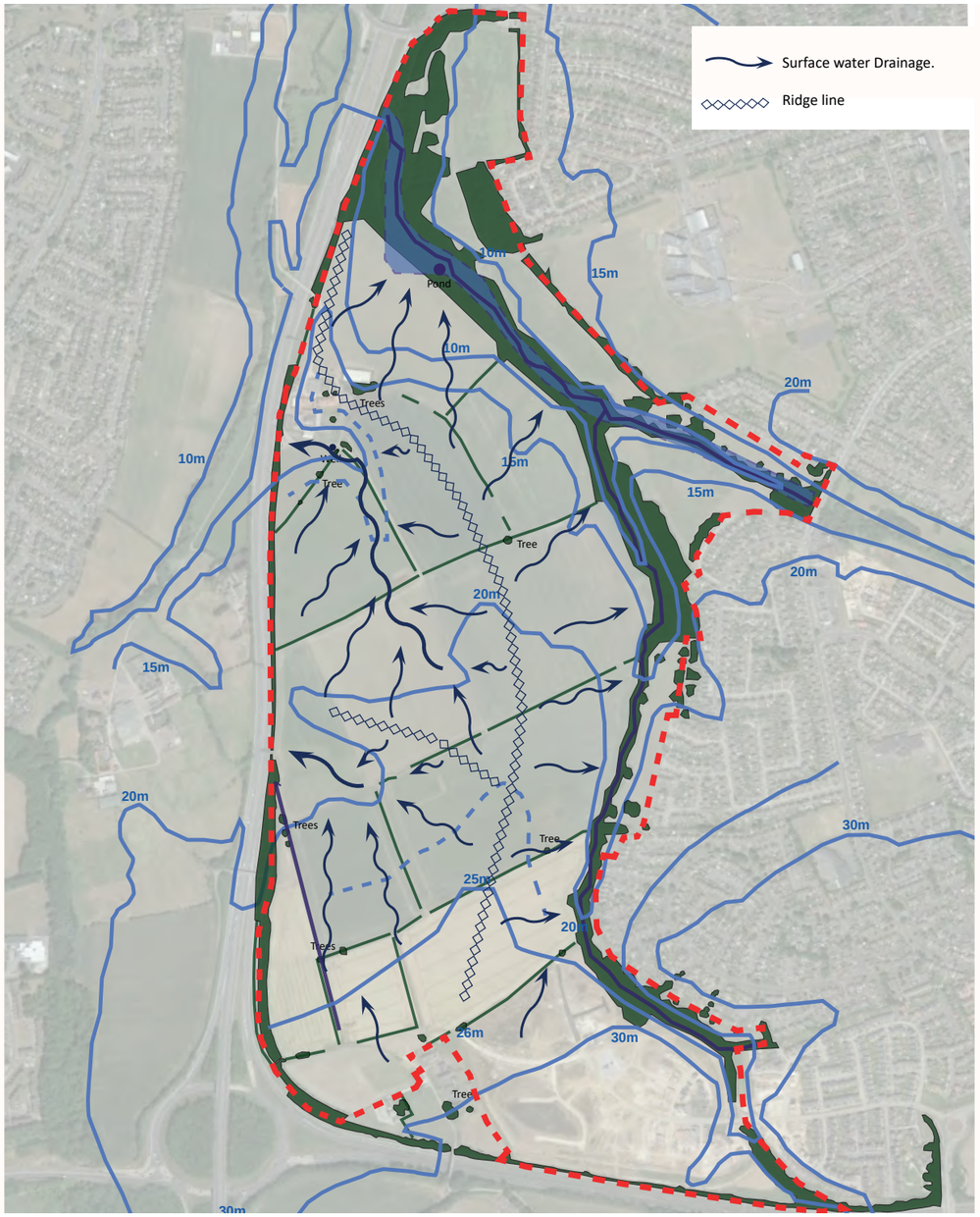
2.14 Views from Site.

The gently south sloping topography allows distant views North across Stockton and Middlesbrough, and distant views East toward the Cleveland Hills and Roseberry Topping. To the South views are terminated by the rising ground and the new development. There are no dramatic vantage points and only the edge of the development will benefit from views once completed, and these will generally be short distance, of the proposed beck and country park; except where space can be created to allow longer distance views from the site high ground.

2.15 Topography and Flooding & Surface Water

Where appropriate, and subject to detailed site investigation, the green links should be aligned to take advantage of the sites existing surface water drainage patterns, so that surface water can be managed as part of a naturalistic sustainable drainage system (SuDS), including ponds, wetlands and water channels for the benefit of amenity, biodiversity and water quality; in accordance with the CIRIA SuDS manual. SuDS elements should not be placed within existing flood zones, or within areas under the influence of the tidal reach; unless under specific circumstances for the specific benefit of wildlife and habitat.





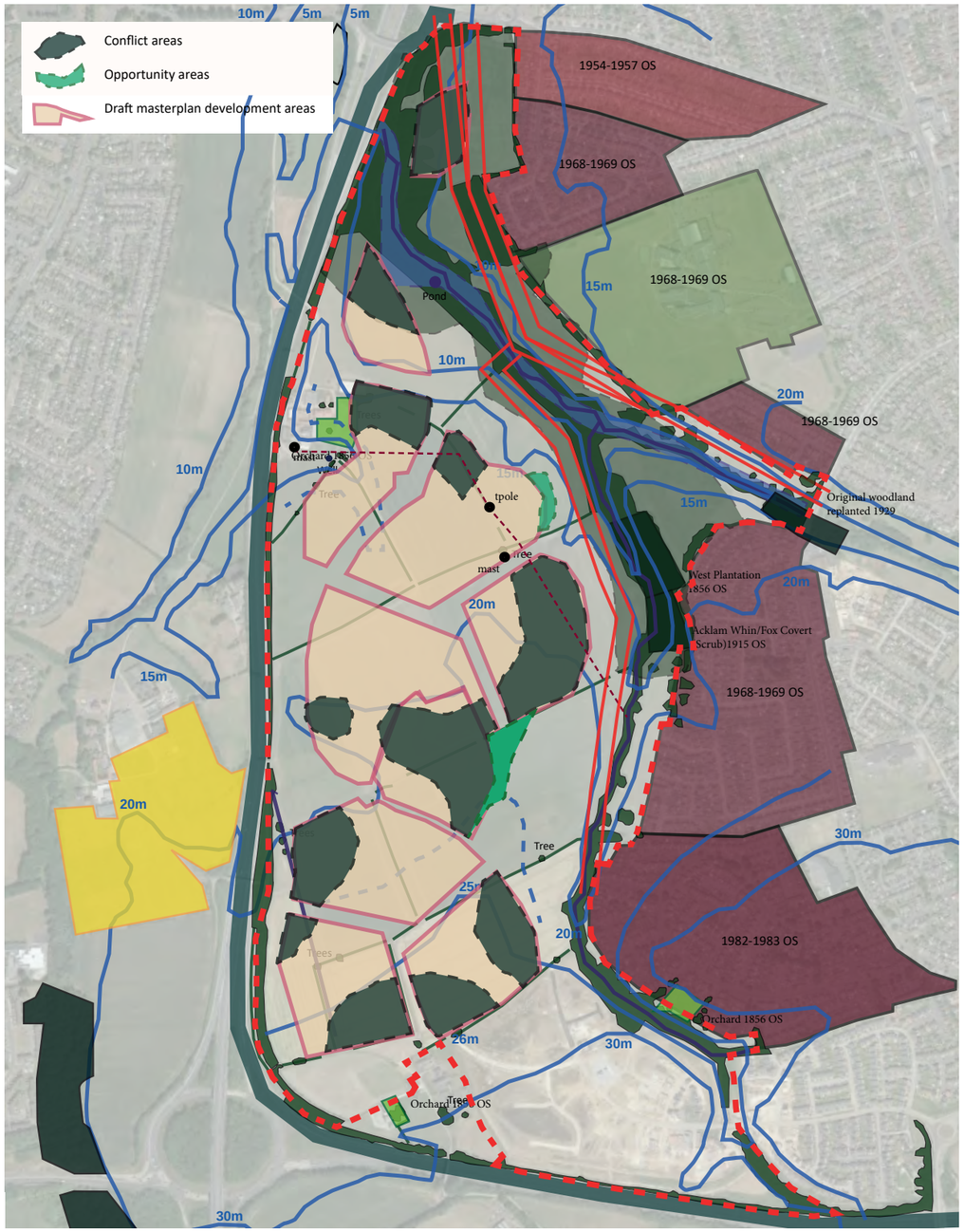
2.0 SITE ANALYSIS

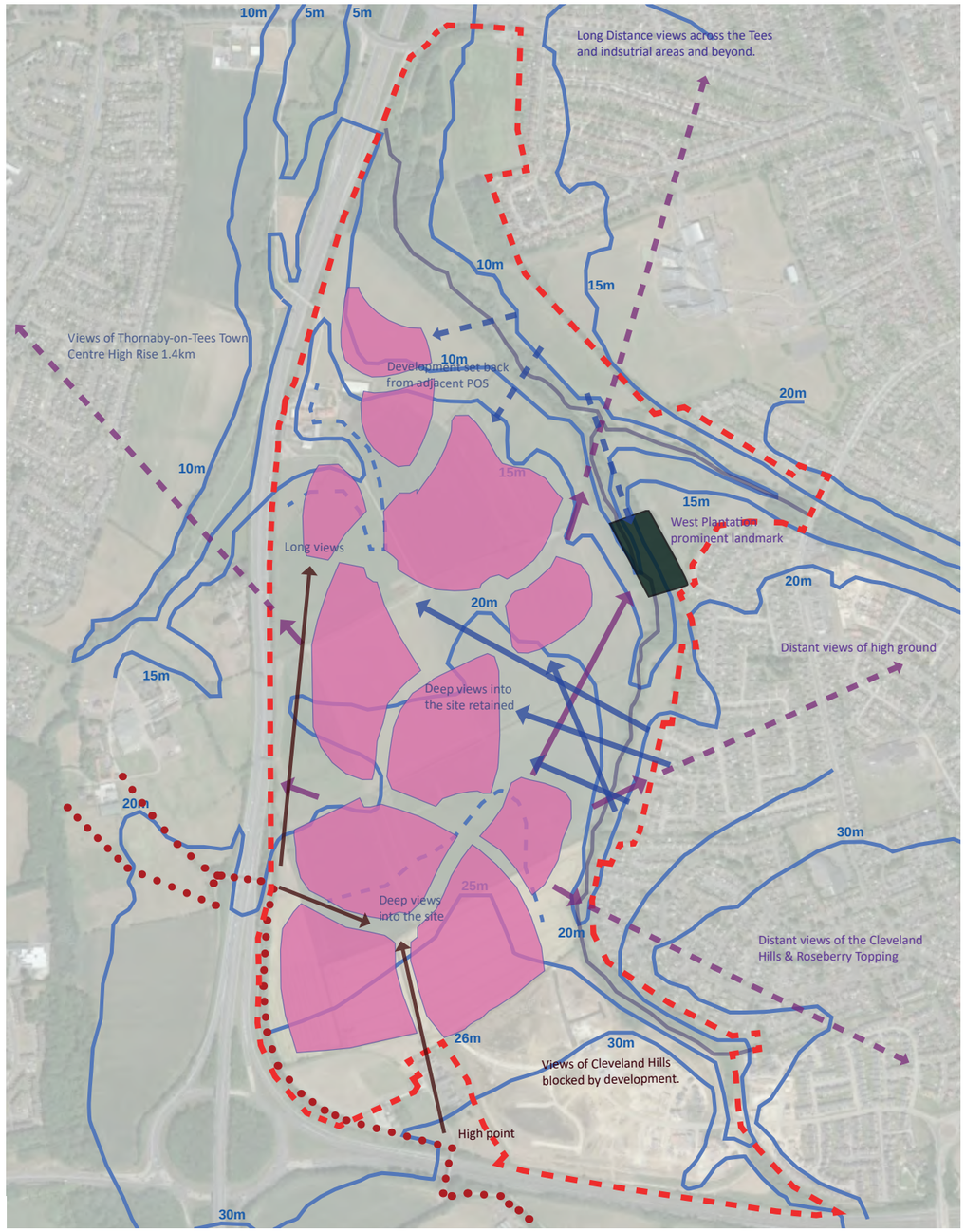
2.16 Assessment of Draft masterplan.

This plan assess the draft masterplan development areas against the site assessment, including; plotted views (in and out of site); significant site features (woodland, orchards, topography); site constraints (flooding and easements, traffic noise); strategic environmental objectives (MAGIC); and layout changes (single access and omission of northern part of development). It highlights potential conflicts and opportunities to be resolved by further design.

2.17 Retained Views

Visual analysis of the site has influenced the layout of the proposed development, helping to reduce adverse visual effects. Key views to and from the site have been retained where possible.





3.0
DESIGN DEVELOPMENT

3.0 DESIGN DEVELOPMENT

3.1 Primary Road, Sewer Easement and access road

The first layers considered in the Design Development are the fixed elements within the site including existing sewer easements, the development of the Primary Road, and existing access track.

An existing sewer easement exists within the site west of Saphwood Beck, running approximately north south. This establishes an undevelopable area and will restrict the habitats that can be created across it.

The location and design of the primary road has emerged following three consecutive rounds of community consultation. The road connects newly completed development at the south of the site through to the area of existing farm to the north.

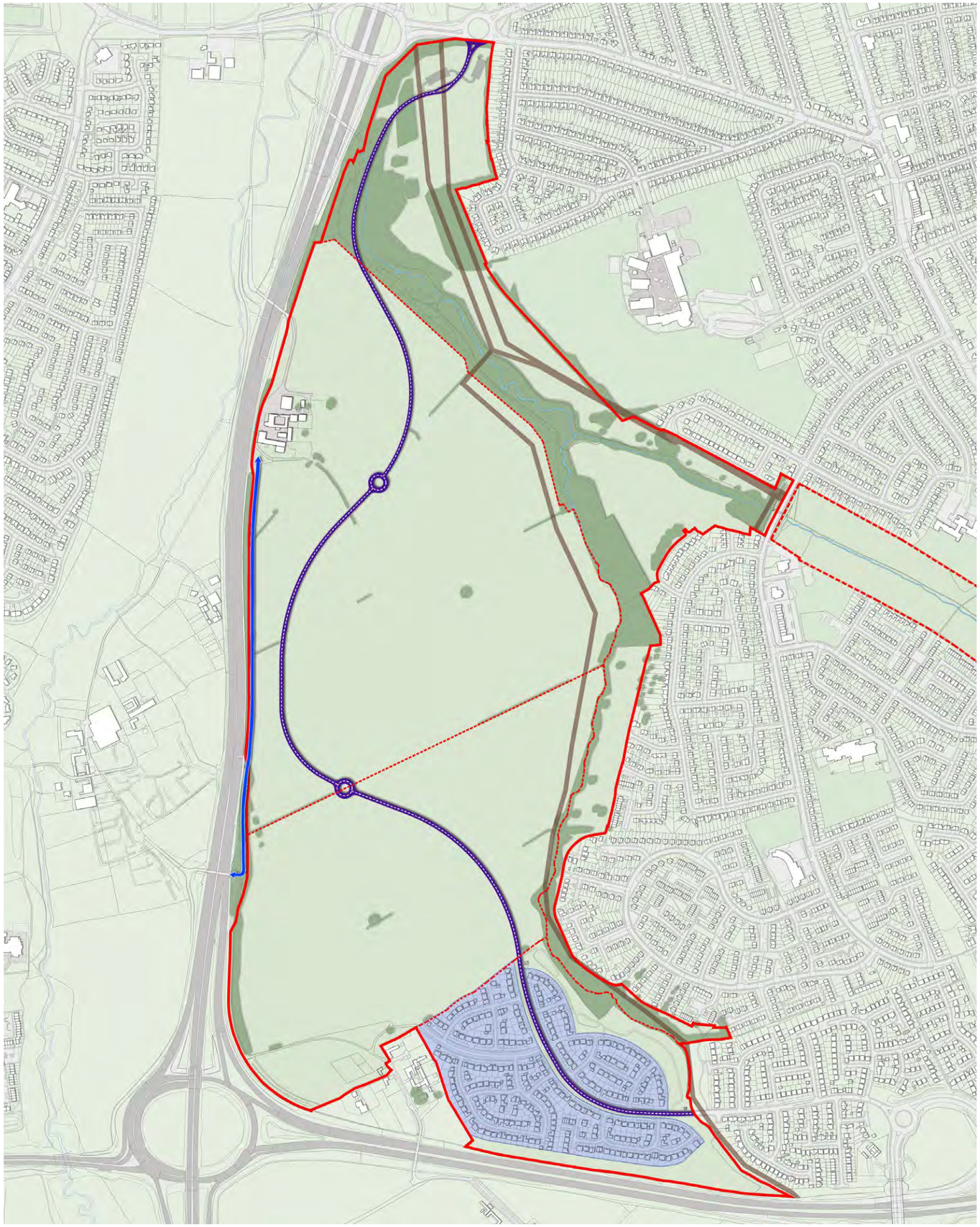
A further connection will be created through to an enhanced roundabout entrance from Mandale Road. This Northern extension of road, that passes over Blue Bell Beck, is essential in providing the adequate transport capacities to service the allocated development site. This entrance arrangement will be carefully considered to minimise any impact on to the Green Open space and creating a gateway to the site. Re-allocated carparking with be provided off the Mandale Road exit to both sides of the spine road to serve Mandale Meadow for local residents and access the extended green open space network.

The configuration of the road is otherwise considered to be the most appropriate solution.

Connection from the development areas to the Primary Road will be wherever possible exclusively from roundabout situations. The design of the road is subject to junction capacity studies yet to be undertaken and will need to be developed in conjunction with detailed applications.

Landscape edge conditions and abutments will be addressed within section 4.0 Landscaping proposals and section 7.0 Urban Strategy Studies.

To the west of the site an existing access route will need to be maintained and a new track created between Stainsby Hill Farmstead and their connected farmland across the A19 to the South West along the site boundary.



KEY

Concept Green Landscape Strategy

Concept SuDs Landscape Strategy

3.0 DESIGN DEVELOPMENT

3.2. SUDS Layout and Landscape Areas - Summary

The landscaping strategy forms the next layer of design development building on the fixed positions.

Diagram 3.2.1 shows an initial summary of landscape designated areas in conjunction with the proposed sustainable drainage corridors.

Landscape proposals on which the layout is founded are explored in detail within section 4.0. Landscaping.

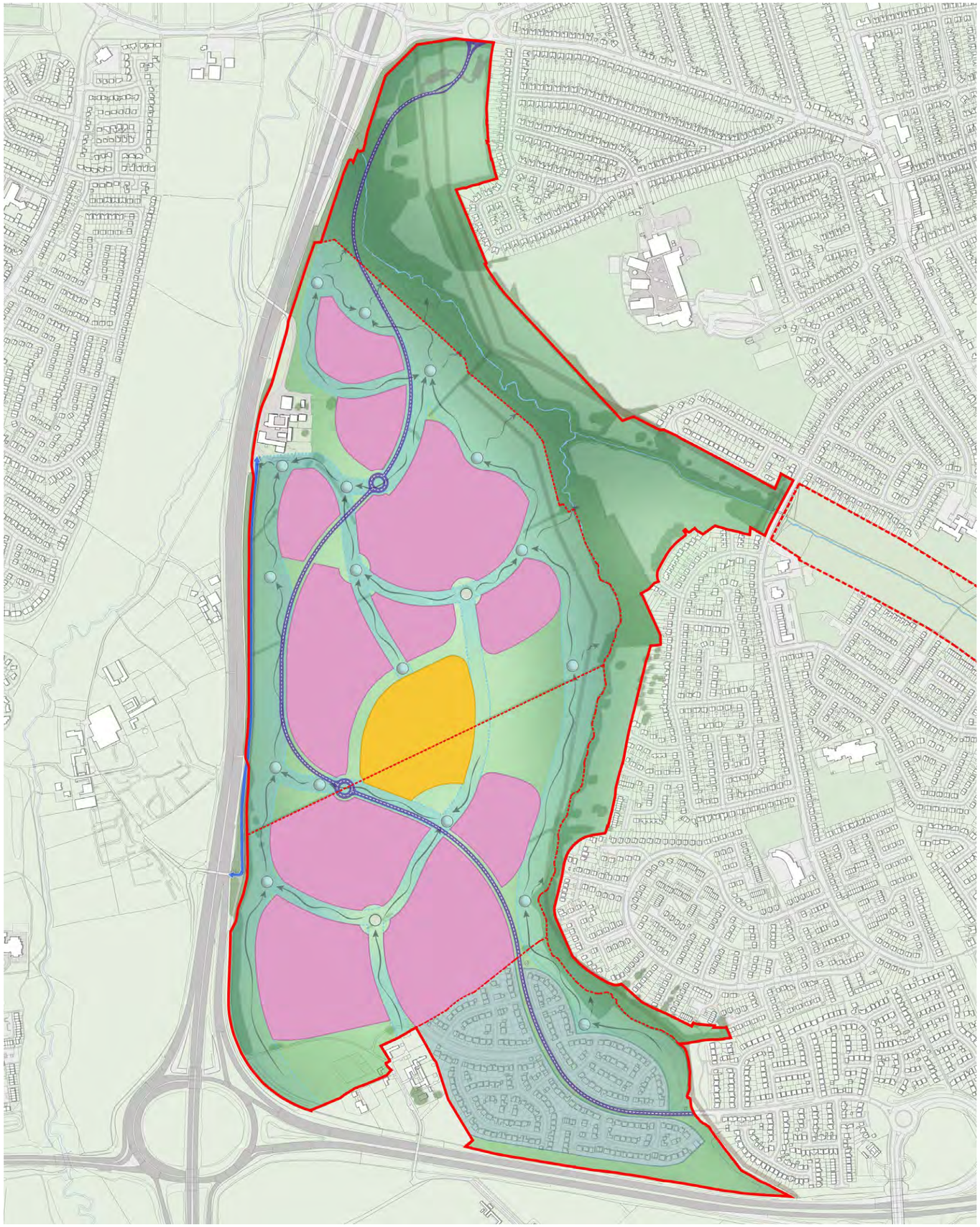
3.0 DESIGN DEVELOPMENT

3.3 Developable Quantum Within Residential Context

Diagram 3.3.1 shows the resulting areas which may be considered as developable clusters following the integration of the proposed primary road within the network of SUDS and existing and proposed landscape forces.

The location of the central hub can be established at the point of convergence between the clusters of development, Primary access road and landscaping which is drawn into the heart of the scheme from the east.

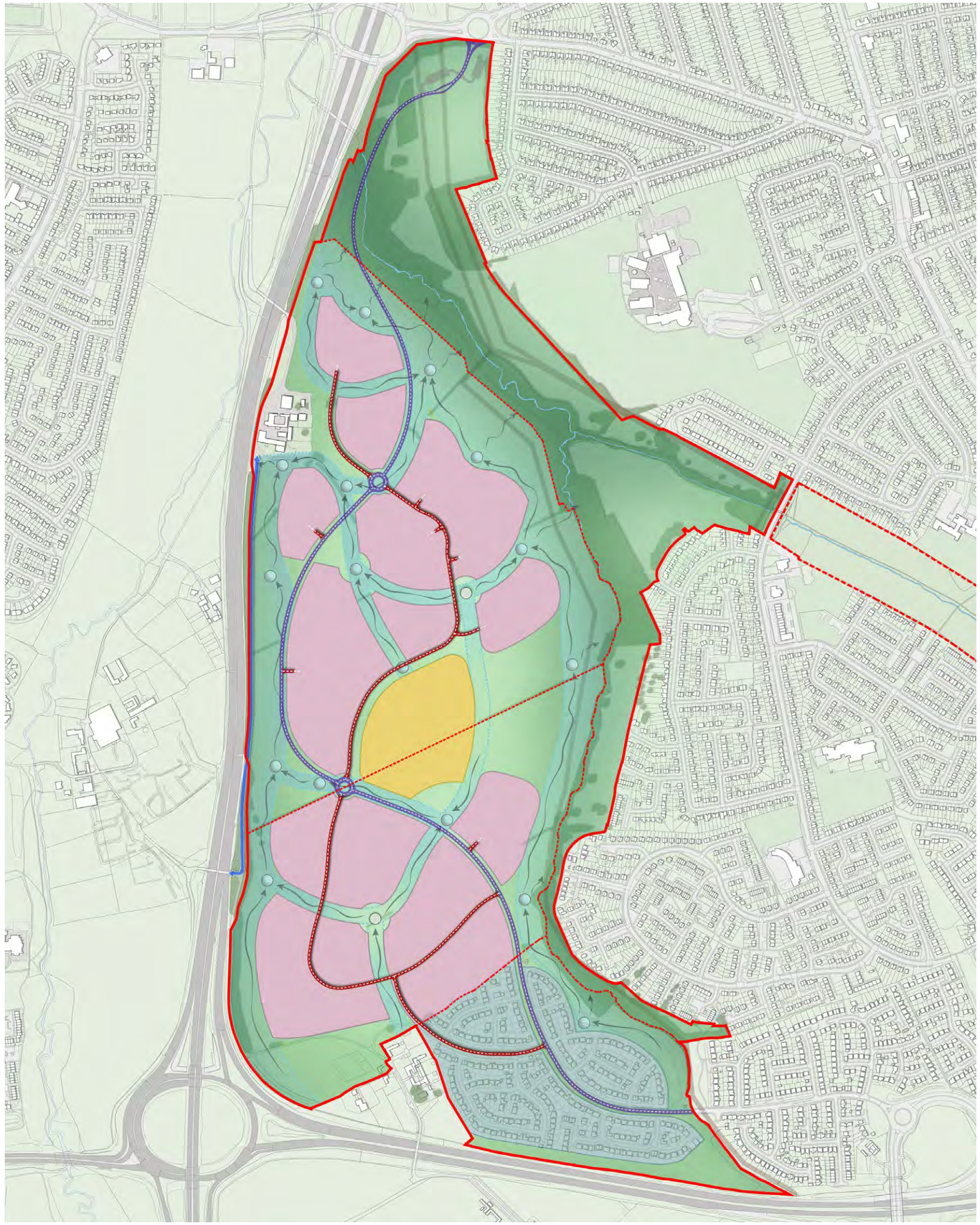
Further Urban conditions are established in 6.0 Urban Strategy. Edge conditions and interface requirements between Primary Roads and built forms are detailed within section 7.0 Urban Strategy Studies.



KEY

Residential Development Zones

Central Hub Zone



KEY

Secondary Road

3.0 DESIGN DEVELOPMENT

3.4 Secondary Road Links

Within the setting established for potential development, connectivity is required between the Primary Road layout and the residential clusters.

A network of Secondary Roads is shown in fig 3.4.1 representing an efficient form of connection that enables vehicle servicing links, whilst preventing congestion of the Primary Road and clearly generates a hierarchy of roads.

Edge conditions and interface requirements between Secondary Roads and built forms are detailed within section 7.0 Urban Strategy Studies.

3.0 DESIGN DEVELOPMENT

3.5 Strategic Cycle Route

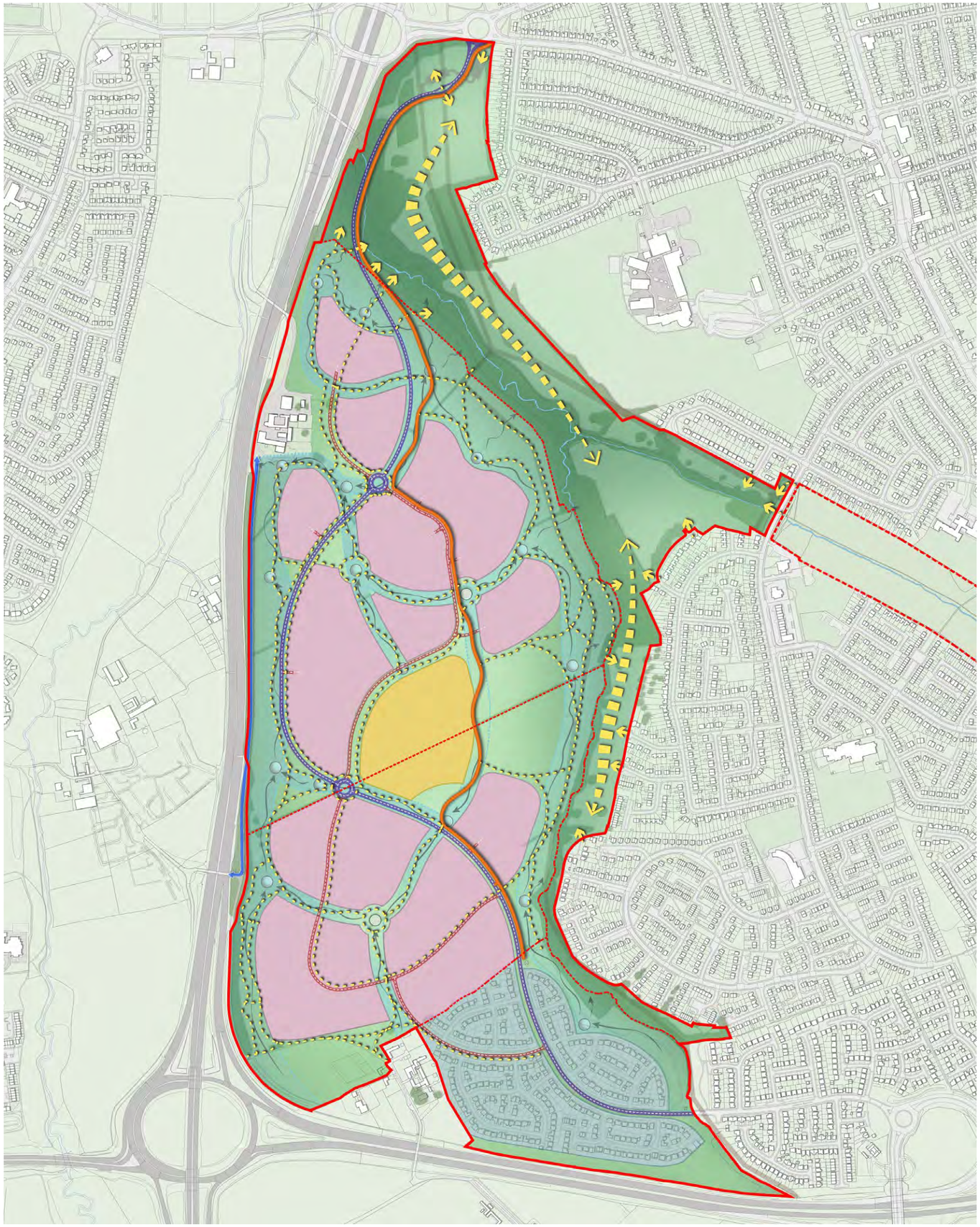
A strategic cycle route is then thread through the site, defining a priority through route that doesn't incorporate any road crossings. This route, as expanded on in Section 4.0 Landscaping, is significant in driving local connectivity within and beyond the site, prioritising a sustainable public network.

3.6 Network of Paths

The final layer to be applied to the design development will be a network of paths, connecting and tie together all aspects of the masterplan layers.

The path structure, as its developed, will navigate through all the Landscaping conditions creating a network of hierarchy throughout the site. Each development area should be able to access all areas of the site through this integrated path structure. See further studies in 4.0 Landscaping, section 4.5 Paths & Routes. At this stage all paths are shown as principles for indicative purposes.

Path networks will seek to connect the new development areas to the existing habitat areas without negatively impact these valued spaces. As the Country Park is developed a series of paths (formal and informal) will seek to connect these existing habitats together within the Middlesbrough Council's land ownership.



KEY

- Strategic Cycle Route
- Indicative Path Network
- Potential entry points to existing habitats
- Movement between existing habitats to be formed as part of Country Park

3.0 DESIGN DEVELOPMENT

3.7 Site Strategy Summary

These layers are brought together to begin to develop an overview of how the revised Masterplan has been informed. The detailed design principles are established in the subsequent sections as a result of this.

KEY

- Existing Trees
- Existing Easement
- Phase 1 Development
- Primary Road
- Access retained between Stainsby Hill Farmstead and farmland across A19
- Concept Green Landscape Strategy
- Concept SuDs Landscape Strategy
- Residential Development Zones
- Central Hub Zone
- Secondary Road
- Strategic Cycle Route
- Indicative Path Network
- Potential entry points to existing habitats
- Movement between existing habitats to be formed as part of Country Park
- Land Ownership Boundaries

3.0 DESIGN DEVELOPMENT

3.8 Green Space Calculation

The adjacent Diagram 3.7.1 indicates the strength of the landscaping proposal by displaying the extent of green space in comparison to development area, explored further in section 4.0.

The diagram highlights a primarily landscape setting for development clusters with connecting infrastructure.

An equivalent area to over **53%** of the total site is to be retained as green space.

4.0
LANDSCAPE

4.0 LANDSCAPE

4.1 Landscape Strategy & Masterplan

The proposed landscape for the development is as important as the built environment layout. It is considered a critical element of the sites overall success in delivering a great quality of place; informing its design and defining its character. Public consultation has shown concern over the loss of public open space, the open countryside, and the impacts on habitats, particularly Bluebell Beck and Mandale Meadow.

The site is predominantly agricultural land with no public access and relatively low levels of biodiversity in these areas. The design approach will deliver a net gain in biodiversity through the creation of a wide range of habitats across the site.

Key principles for the landscape strategy are:

- *Creation of an enveloping Country Park maintained and adopted by Middlesbrough Council*
- *Ensuring the Country Park permeates the development in terms of its character throughout the site*
- *Neighbourhood and Local Area Play and park elements through to formal recreational and sports pitches are provided*
- *Consolidation and strengthening of existing habitats including Bluebell Beck*
- *Natural Management of surface water integrated into the wider setting of the development*
- *Creation of a network of sustainable transport routes, walking paths and circular routes for recreation.*
- *Landscape Buffers between existing housing, existing transport routes and specifically between existing habitats*
- *Housing densities across the site lower in relation to open countryside and Bluebell Beck to reduce impacts*
- *A community and commercial hub within a green setting*

The landscape strategy will include the following elements;

Country Park & Facilities, including the anticipated form and function of the Country Park

Connectivity & Green Fingers, including how areas will connect via green links to both the commercial and community hub and the country park

SuDs, including how water will be managed naturally to help prevent flooding, improve water quality and create wildlife habitats and improve biodiversity, where this will happen and how it will integrate into road and street structures

Recreation & Circular Routes, including short walking routes and general recreation areas

Art and how public art and legibility will be blended into the development

Trim Trail & Dog Walking, running and walking routes, including areas that promote physical activity in a green environment and access for all

Formal Sports Pitches & Play Areas including the rationale for the location for these and the hierarchy and location of neighbourhood to local play areas

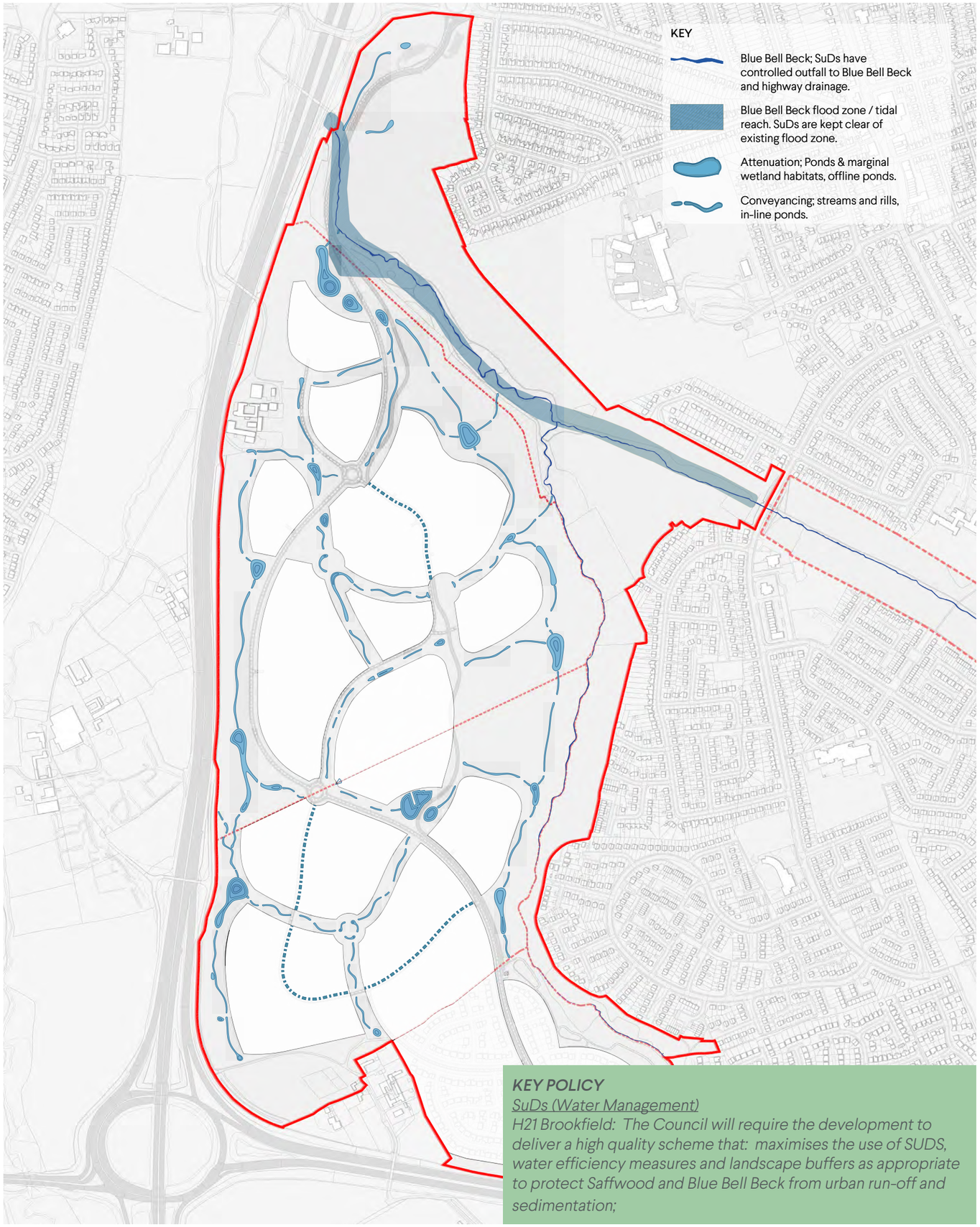
New Structural Woodland Habitat, the location and connectivity of this and how it is intended to create the setting for the development alongside other green infrastructure

A Green Commercial & Community Hub, and how this will relate to wider areas of green infrastructure and the setting that is envisaged.

Food growing, allotments and public orchards

Quiet Areas, areas for solitude and wildlife watching as well as for other fitness activities.

Wildlife Areas, areas exclusive for wildlife:
- Wildlife movement corridors
- Segregated areas for different users of the country park/open space



KEY POLICY

SuDs (Water Management)

H21 Brookfield: The Council will require the development to deliver a high quality scheme that: maximises the use of SUDS, water efficiency measures and landscape buffers as appropriate to protect Saffwood and Blue Bell Beck from urban run-off and sedimentation;

4.0 LANDSCAPE

4.2 SuDs & Natural Water Management

The management of surface water will be provided by a range of naturalistic SuDs elements; including ponds and wetlands for attenuation and treatment and water channels for conveyance.

It is essential that SuDs are designed from the outset to be integrated into the open space network to establish the provision of important wildlife habitats that contribute to enhancing biodiversity. This is especially important for those elements that are provided within the Country Park and green corridors. Heavily engineered SuDs solutions that do not contribute to the design ethos for the development will not be supported.

The indicative surface water drainage strategy adjacent has been informed by landform and topography in accordance with CIRIA SuDS manual best practice guidelines. These in turn have helped derive the form and location of the green wedges that thread through the development; helping to bring dynamic nature into the heart of the development.

The SuDS features, ponds, wetlands and streams provide valuable habitats and public amenity resources that thread through the site interacting with other elements of the design including woodland and meadow, play areas and art features.

SuDS help to deal with surface water on site, prior to discharge into Blue Bell Beck, helping to prevent flooding and helping to improve water quality.

Landscape build outs on secondary roads are to incorporate rain gardens as part of the Urban SuDs network.


Park Groot Schijn, Maxwan architects + urbanists © Filip Dujardin

4.0 LANDSCAPE

4.3 Habitats & Biodiversity

The Stainsby site offers an opportunity to strengthen and expand upon significant existing habitats such as Mandale Meadow, Bluebell Beck and West Plantation and create a net gain in habitats and biodiversity by creating a wide range of new woodlands, wetlands and grasslands in the place of existing arable fields. The structure and variety of habitats will respond to site conditions and help to create a sense of place and variation, helping to make the landscape legible and guide people in and out of the Country Park and through residential areas. It is expected that these existing wildlife habitats will be incorporated into the country park in their current state with minimal intervention.

The basis of the landscape design is the interaction of three primary habitats throughout the site, for the benefit of people and wildlife; native woodlands, wetlands (SuDS) and diverse areas of grassland meadow. The site design should encourage dynamic process such as the controlled erosion of water channels the superseding of grassland by scrub and wetland habitats by dry grassland and trees, to create a mosaic of ever-changing habitats.

The three habitats interact to create the backdrop for human activities including informal and formal recreation, vibrant meeting and gathering places and places for solitude and peace and retrospection. Woodland planting will define areas of enclosure and open space, frame views and screen eyesores; creating a range of places for people to explore and move through.

New Native Woodland; naturalistic native woodland planting will recreate the feel of regenerating and recolonising native woodland throughout the site, providing a contiguous and linked habitat throughout the site and seamless transition from 'green wedge' to the wider extent of the country park, facilitating the movement of wildlife throughout the site and providing the dominant character of the site. Ultimately the woodland will grow into a mature woodland for future generations, providing shade and climatic control and ecosystem services for the wider environment.

The woodland type will be configured to suite the varying conditions across the site, using native species appropriate to the site, from oak woodland to alder carr and scrub, planted in accordance with 'Creating New native Woodlands' Rodwell et al, with the purpose of creating a natural looking native woodland including understorey and ground cover species planting.

Tree planting will need to be carefully managed and undertaken so that it adds to the value of existing habitats and does not detract from them. Significant new woodland planting is likely to be restricted to those parts of the Masterplan area that are currently given over to farmland.

Naturalistic drainage features in the form of water channels, ponds and wetlands meander throughout the site, established with the appropriate native wetland species, interacting with woodland and meadows and providing focal points for public spaces and activities. At the Community/Commercial Hub a key water feature creates the setting for entering the 'living in the park' concept.

Existing species rich grasslands and meadows will be protected from inappropriate planting either within or adjacent to them. It is essential that these habitats are integrated carefully into the wider open space network in a way that supports their value as species rich habitats. New diverse grassland areas will be managed as wildflower meadows with desire line paths and glade areas kept close mown for informal recreation.

Existing woodland is predominantly new mixed woodland along the steeper and wetter areas of the Blue Bell Beck but also includes the older woodland of West Plantation and Fox Covert; which through their maturity and stature create an area of different character and a local focal point.

The existing hedgerows will be retained where possible and allowed to grow out. In other places new hedgerows will be planted where appropriate to break the monotony of the long sewer easements and provide a denser habitat and shelter for wildlife. The new model hedgerows will be planted wider than traditional farm hedgerows to help fulfil their new function.

Formal planting and tree avenues help to frame views, and line streets where space is limited, create a formal character, give direction to and from the Country Park, moderate climate and provide a vector for the movement of nature. Species can be used to create defined character areas and focal points.

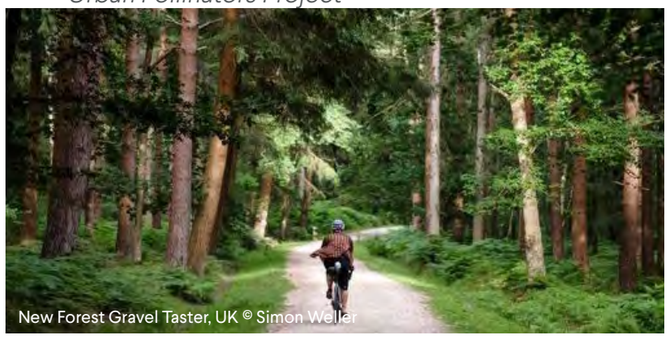
Areas for food growing will be created, including orchards which will reflect the historical orchards that were once a feature of the landscape.

An area of formal parkland will be created around the sports pitches to enhance the areas, using native and ornamental tree species, widely spaced.

Additional native woodland planting down the Western boundary of the site will help to mitigate noise pollution along the A19 border, in combination with naturalistic earth mounding using the construction spoil.

Habitats and Biodiversity have been designed with a number of initiatives in mind including:

- *The National Pollinator Strategy: Implementation Plan*
- *Tees Valley Wild Green Spaces*
- *Urban Pollinators Project*



New Forest Gravel Taster, UK © Simon Weller

© Philippe Ferret

Feyssine Parkby Ilex landscape architecture / © Erick Saillet

KEY POLICY

Habitat Creation

CS20 Green Infrastructure : Development will be required to contribute to the delivery and implementation of this network by, where appropriate, providing green infrastructure that: c) maintains and enhances bio-diversity to ensure that development and implementation results in a net gain of Bio-diversity Action Plan habitats; d) enhances existing, and creates new, woodlands; f) takes account of and integrates with natural processes and systems;

4.0 LANDSCAPE

4.3 Habitats & Biodiversity

KEY

- Existing Woodland, including West plantation and Fox Covert
- Hedgerows; new and existing hedgerows
- New Native Woodland including Alder Carr, Scrub appropriate to site conditions and area.
- Avenue Planting; Ornamental species in formal patterns to contrast with native planting, line paths & roads and reinforce the built form.
- Orchards / Fruit Trees
- Parkland; widely spaced native and ornamental tree planting around sports pitches.
- Amenity Grassland / Sports pitch
- Retained existing meadow habitats
- Species rich grassland created in glades & swathes

The adjacent diagram illustrates the potential extends of Habitats and Biodiversity created throughout the site through different methodologies. The scheme will also seek to minimise the conflict between wildlife and urban strategies, in particular along the primary road as it passes alongside Mandale Meadow, by integrating wildlife corridors/crossings where appropriate in the attempt to create safe movement of wildlife.

The following calculations have formed the basis of the indicative scheme to date and will be subject to a detailed design review through the subsequent development stages:

There is potential to accommodate up to 16ha of new native woodland creation. This would represent the planting of approximately 18,000-24,000 native trees and shrubs; planted at a variety of centres; from 2 to 4m and including open areas as 'glades' or to allow natural recolonisation from adjacent woodland (based on rodwell et al 'creating new native woodland').

There is also potential to create approximately 1.6km of new species rich/native hedgerow, which represents 16,000-24,000 hedging plants, planted as a double staggered row as a traditional hedge and also in deeper formations to create wildlife refuges, and another 100+ hedgerow trees.

In addition there are the potential for over 800 ornamental street trees and parkland trees proposed, and over 300 fruit trees to be planted as part of public orchards.

4.0 LANDSCAPE

4.4 Amenity, Movement & Play

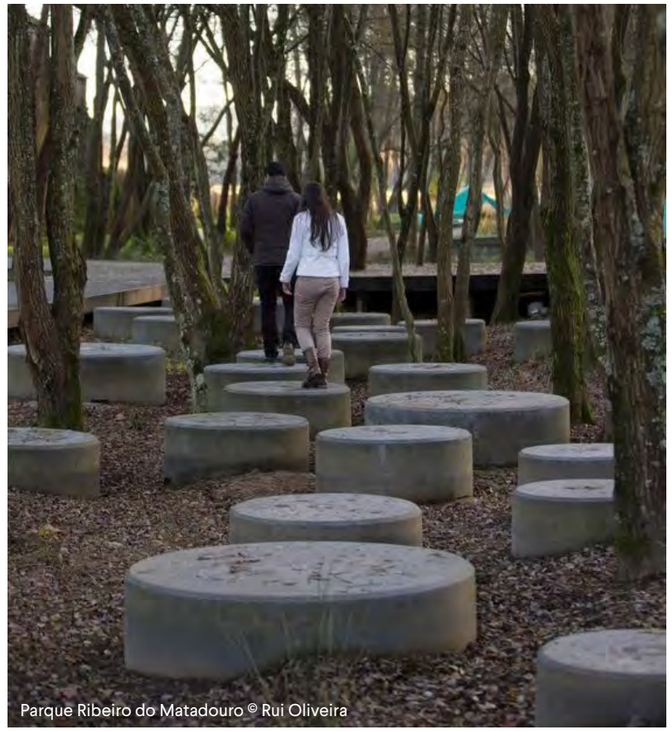
Recreational amenity is a key design concept, intending to create recreation and amenity benefits across the site, for all users regardless of ability.

A hierarchy of local play facilities, from natural and creative play through equipped play areas to formal playing pitches has been developed for the site ensuring that all areas have an accessible play area, suitable for smaller children, such as door step spaces. Local landscaped areas have also been developed which could provide some equipment and further to this neighbourhood areas are shown which can provide a much more structured play area. The retention of formal sports pitches and user space ensures that high levels of play are included. This is supported by a Multi-Use Games Area.

Further recreation is supported by a network of paths including waymarked circular walks around the community hub area and through the country park. The network of marked paths, and also informal cycle trails will ensure that everyone has access to a safe trail which priorities walking and crucially leads into the country park via a high-quality green space. Other opportunities for healthy activities in the country park will be provided by trim trails, event spaces for outdoor exercise and natural play areas.

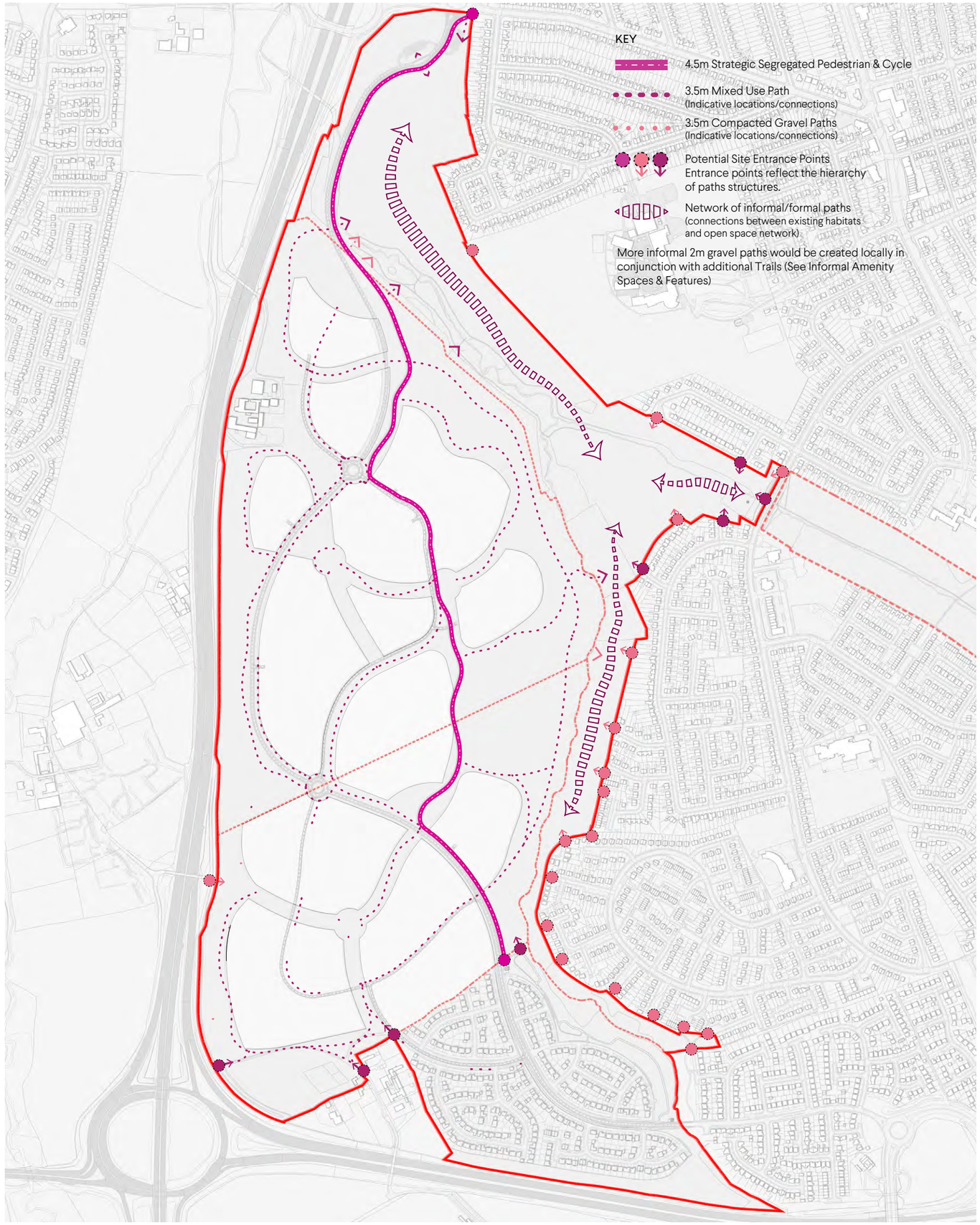
KEY POLICY

Informal Amenity
Middlesbrough Open Space Needs Assessment 2018: Increase level of Amenity and Natural Green Space Aim to increase provision of amenity and natural greenspace by 1.5sqm per person


Parque Ribeiro do Matadouro © Rui Oliveira


THE HILLSIDE ECO-PARK, Z+T STUDIO © Z+T STUDIO


Tongva Park © James Corner Field Operations



4.0 LANDSCAPE

4.5 Paths & Routes

A network of safe accessible routes and paths will be planned for Stainsby, to increase physical activity, promote sustainable and active travel and to support a friendly, sociable and cohesive community.

The strategy at Stainsby is simple. Everyone will be able to access paths and routes that take them where they want to be, whether this is to a neighbourhood play area, the commercial centre, the country park, or further afield and into Middlesbrough or the open countryside. The adjacent diagram shows an indicative proposal, subject to detailed design.

The hierarchy is such that a strategic segregated pedestrian and cycle route at 4.5m wide will be attached to the main roads providing a commuting 'superhighway' into Middlesbrough and surrounding areas.

The above path will be supported by a 3.5m wide mixed use tarmac path will provide a secondary route, permeating the residential areas. Further networks provided by compacted gravel paths, 3.5m wide, to be used as exploratory trails and particularly within the Country Park will provide amenity and recreation routes for walkers and cyclists.

Paths and Routes will be present at the Community Hub where circular routes will be used to define the space and provide easy to navigate 'healthy' trails accessible to all users, including office and retail workers.

Routes will be clearly signed and maps provided at key locations; including distance and path difficulty, gradients and terrain along with information on the landscape and habitats that they pass through.

See Section 4.14 Country Park paths for information on the unadopted path strategies. For details on the adopted path network see Urban Strategies section 6.4 Adopted Paths.

KEY POLICY

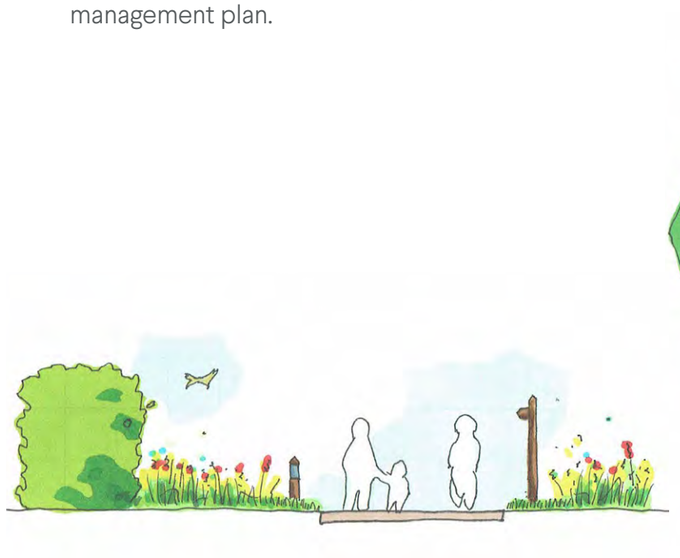
Paths & Routes
Middlesbrough Design Guide SPD: 3.16 When designing for pedestrians or cyclists, some requirements are common to both:- a) routes should form a coherent network, and be of an appropriate scale; b) in general, networks should allow people to go where they want, unrestricted by street furniture and other obstructions or barriers; c) routes need to be safe – this applies to both traffic safety and crime; and d) the environment should be attractive, interesting and free from graffiti and litter, etc.

4.0 LANDSCAPE

4.6 Country Park Paths

A clearly defined hierarchy of paths will be used to provide access to and circulation around the country park. The paths will link to the urban network of paths providing residents and visitors easy access to the country park.

This path network, as it is developed with the parameters of the Country Park and green open space network, will seek to minimise conflicts between wildlife and public users through the careful integration of path connections in order to maintain a diverse and balanced environment. The management of environments for different users/wildlife will be further detailed and developed as part of the management plan.



3.5m Multi-use Path

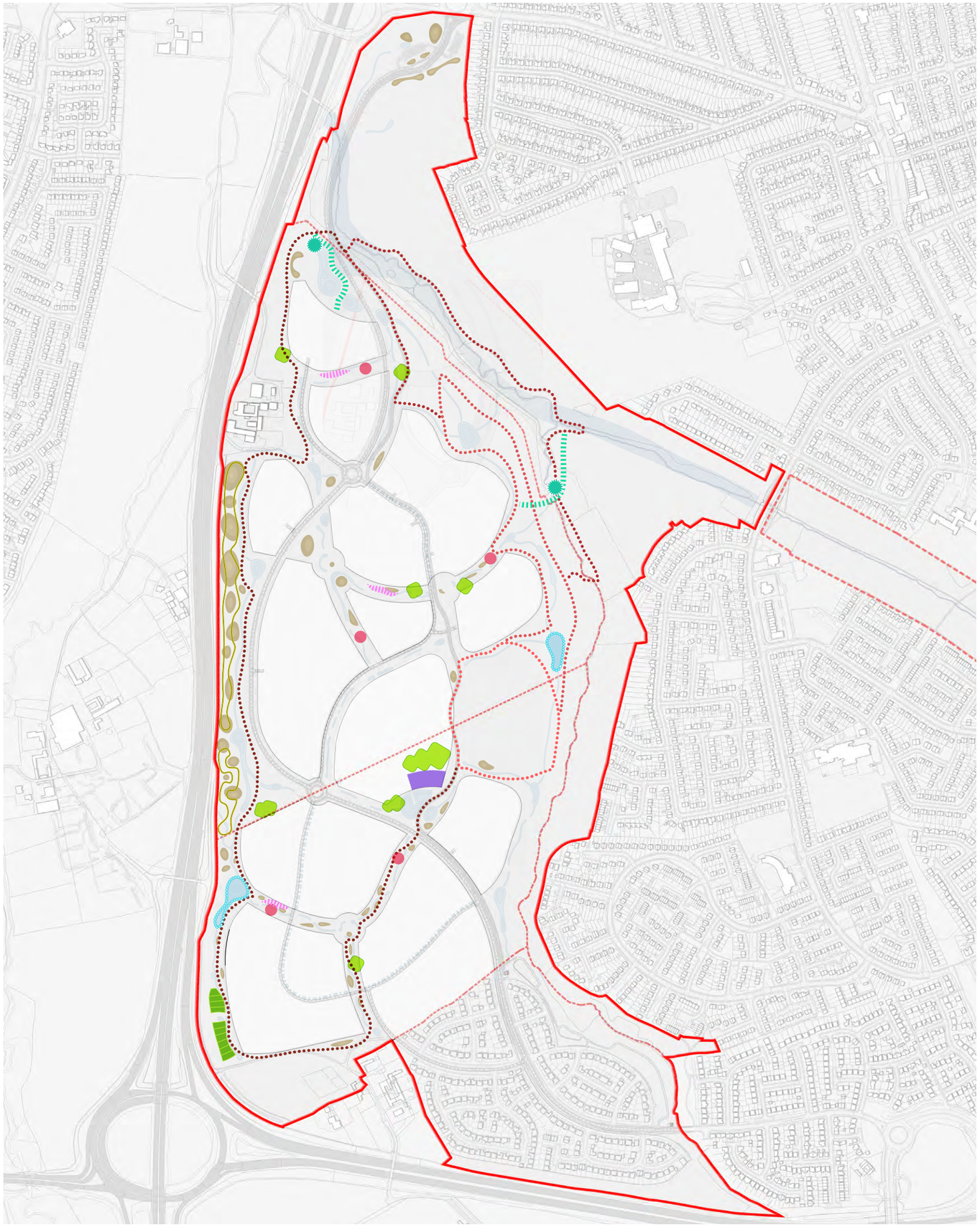
The multi-use path forms the backbone of the path network and will be defined by artwork and clearly signed as part of the artwork and wayfinding strategy, linking key areas and forming defined loops for circulation around the country park. Where possible the multi-use path will provide access for all. The edges of the path will be close mown for convenience, before blending in to the predominant habitat adjacent the path. The multi-use path will be formed from compacted gravel.

1.8-2.4m Informal Path

Informal paths will provide access to remoter and more wilder parts of the site. The paths will be clearly signed but, less frequently. Artwork will form focal points along the paths as part of the artwork and wayfinding strategy. The path will be formed from compacted gravel. Edges will be close mown.

1.2-1.8m Desire line Path

Desire line paths will be created by the visitor and formalised, often on a temporary basis, by close mowing. The paths will not be surfaced or signed and will informally be created through woodland and meadow as dictated by the users of the park.



4.0 LANDSCAPE

4.7 Informal Amenity Spaces & Features

The Stainsby development and the country park will be punctuated by a number of features and spaces that define character, designate space and create a feeling of quality. These features and areas are intended to enhance the general amenity of the site.

Specifically these include:

- *Growing Areas and Food Production Spaces including Orchards*
- *Decks and Dipping areas specifically interacting with SuDs*
- *Wildlife Hides and Observation Decks*
- *Quiet Areas, Seating and ample bins and toilet facilities*
- *Trim Trails with Distances suitable for a Park run*
- *Wildlife and Nature Trails suitable for Outdoor Education*
- *Amenity Cut Grassland suitable for informal recreations & picnics*
- *Lighting and Fencing at appropriate points creating defensible yet open and safe spaces*

Much of the above elements are often forgotten but combine to make a space usable and memorable as a Country Park. The adjacent diagram shows a depiction of how these could be integrated within the masterplan and will be adapted and incorporated into the final proposals.

KEY

- Landforms created throughout the site to enhance the landscaping and development areas edge conditions and where applicable create separation between the A19 to disperse noise pollution.
- Bike Tracks - Single / Pump
- Walking/Running Routes - 0.5 / 1.5 / 2.5 / 3 miles A variety of difficulties for all users and abilities including wheel chair friend routes. The longest loop also provides a potential future Park run circuit. (Lightest to Darkest colour path = Difficulty gradient from Easiest to Hardest). Further routes are available from the path network created.
- Trim Trails - activity trails situated within the Green Corridors between developments
- Wildlife Trails - informal paths linking nature trails with more formal paths
- Wildlife Hides - positioned to view different habitats created throughout the site
- Docking / Dipping Ponds
- Allotments
- Community Growing positioned throughout the site for local involvment
- Seating and Bins cited around smaller orchard clusters
- Community Centre with event space, cafe, public toilets, community growing gardens & composting

4.0 LANDSCAPE

4.8 Play and Sports Provision

Play and Sports areas are to be provided to ensure the new and existing Stainsby population has access to facilities for healthy living from a young age through to late adulthood. The masterplan takes a Fields In Trust approach to providing play areas throughout the development including Local Play Areas (LAP), Local Equipped Play Areas LEAP), Neighbourhood Play Areas (NEAP) as well as formal playing pitches and supporting pavilion development.

Where practical LAP's and LEAP's are to be accommodated within the green open space network whilst best serving the proposed development areas. Developers are to cater for the needs of the open space requirement throughout their development approaches. The integration and locations of these open play space requirements will be determined throughout the planning stages through discussion and development with the Planning Authority.

The following page expands on the requirements of each of these scale of play spaces that can be integrated at different junctures throughout the masterplan.

Flatås Park © 02LANDSKAP

KEY POLICY

Play and Sports
CS20 : Green Infrastructure: Development will be required to contribute to the delivery and implementation of this network by, where appropriate, providing green infrastructure that: g) is managed and funded in urban areas to accommodate, and provide for sport and recreation;

4.9 Local Area for Play (LAP)

The LAP is a small area of open space specifically designated and primarily laid out for very young children to play close to where they live i.e. within 1 minute walking time. The LAP is a doorstep play area by any other name. LAPs are designed to allow for ease of informal observation and supervision and primarily function to encourage informal play and social interaction. The LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

The main characteristics of a LAP are:

- *It is intended primarily for children up to the age of 6, though it will be used by older children at different times of the day or evening*
- *It is within 1 minute walking time of the child's home*
- *It is best positioned beside a pedestrian route that is well used*
- *It occupies a well-drained, reasonably flat site surfaced with grass or a hard surface*
- *The recommended minimum activity zone is 100 m2*

LAPs form an integral part of the built environment and are regularly distributed throughout the development areas.

LOCAL AREA FOR PLAY (LAP) PRECEDENT
Goldsmith Street, Mikhail Riches © Tim Crocker

LOCAL EQUIPPED AREA FOR PLAY (LEAP) PRECEDENT
Great Land, Corte, Rome © Musacchio Ianniello

4.10 Local Equipped Area for Play (LEAP)

The LEAP is an area of open space specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time. Experience has indicated that to provide equipped LEAPs within 5 minutes walk of all houses in a new development can on occasion be impractical and difficult to achieve. An alternative to the LEAP is therefore to provide a Local Landscaped Area for Play.

Play features including equipment are an integral part of the LEAP and the attractiveness of such spaces, though it is also important that the space can be used for physical activity and games. LEAPs can be the place for boisterous activity and therefore it is important to give careful consideration to siting. In summary, if a LEAP is properly sited, equipped, overseen and maintained it can meet the needs of children without being a source of nuisance to other residents.

The main characteristics of a LEAP are:

- *It is intended primarily for children who are beginning to go out and play independently*
- *It is within 5 minutes walking time of the child's home*
- *It is best positioned beside a pedestrian route that is well used*
- *It occupies a well-drained, reasonably flat site surfaced with grass or a hard surface, together with impact absorbing surfaces beneath and around play equipment or structures as appropriate*
- *The recommended minimum activity zone is 400 m2*

Three such LEAPs are indicated on the masterplan, located to provide total coverage of the site, often at the intersections of the green wedges where additional space is provided to accommodate them.

NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP) PRECEDENT
Levy Park, Houston © OJB

4.11 Neighbourhood Equipped Area for Play (NEAP)

The NEAP is an area of open space specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well. Located within 15 minutes walk from home, the NEAP is sufficiently large to enable provision for play opportunities that cannot be provided within a LAP or LEAP. Play equipment is a particularly appropriate form of provision for younger children. As children grow older, towards the latter stages of primary school age, they are looking for different challenges and stimuli. They engage more in wheeled activities and informal ball games, sometimes taken up as formal sport. As they move towards their teenage years, young people increasingly seek out opportunities to meet friends away from home, looking for places to meet socially.

The NEAP can provide a greater variety of opportunity for both active and passive play. It can provide play equipment, and a hard surface area for ball games, or wheeled activities such as roller skating or cycling. It may provide other facilities such as a ramp for skateboarding, a rebound wall, and a shelter for meeting and socialising. The facilities are linked in the one site because children of different ages and abilities like to take part in a range of activities, as do their siblings. Careful consideration should be given to the location and interaction of the different facilities provided both on site and in relation to the local environment. Consultation is a key ingredient of successful design and community acceptance.

The main characteristics of a NEAP are:

- *It is intended primarily for use by older children of relative independence, who have the freedom to range further from home*
- *It is within 15 minutes' walking time of the child's home*
- *It is best positioned beside a pedestrian route that is well used*
- *It occupies a well-drained site, with both grass and hard surfaced areas, together with impact absorbing surfaces beneath and around play equipment or structures as appropriate*
- *The recommended minimum activity zone is 1000 m2, comprising an area for play equipment and structures, and a hard-surfaced area of at least 465 m2 (the minimum needed to play 5-a-side football)*

The NEAP is located centrally, at the heart of the development, and forms part of the HUB.

4.0 LANDSCAPE

4.12 Signage, Wayfinding and Public Arts

Legibility is a key consideration for the development, either through ensuring traffic is aware of the environment that they are entering, via guiding people on safe, well lit routes through the residential areas to the community hub, or ensuring the extensive country park can be navigated by all. Way markers and signs will provide time and distance to key features such as the community and commercial hub integrated into the proposed path network, with welcoming high quality entrances to the Country Park, clearly marked. Art features and signs will also provide information about the site helping to educate and inform in an interesting and engaging fashion. Waymarking strategies will however be subservient to the surrounding habitats, not seeking to overpower these key local habitats, but rather enhancing the connections within the open space network.

Public Art will interact with the site in a number of ways and at a number of locations to be decided, and will ensure the Country Park has a distinct character. This will work with signage and provide focal points and art trails for communities and visitors alike; providing stimulation and excitement.

Specifically at the community hub public art will provide an inspirational brand image for the development and focal points for orientation outwards to the residential areas, community facilities and the park.

KEY POLICY

Art and Signage
Middlesbrough Design Guide SPD: Legibility, clear definition of public/private realm 3.11 h) incorporating memorable public art at landmark locations; i) reinforcing visual connections along routes with appropriate landscaping, lighting and signage;


Richmond Slave Trail © Baskervill


Frederik Meijer Gardens & Sculpture Park © OLIVIA CHRISTINE

Riu Llobregat, Clase BCN © ESSA PUNT

Low Native Hedge

Low native hedges can be used when some surveillance is required or space is tight or a tall hedge would be oppressive. They can be kept neatly trimmed when a formal character is appropriate or used in combination with fences in urban areas. Low native hedges can be formed from native species and traditionally laid or from more ornamental species such as beech or holly.

Tall Native Hedge

Tall Native Hedges can be used where screening is required. The hedge can be formed from native species and planted wider and allowed to grow taller to create a wildlife refuge and used to link existing habitats across easements; or in other circumstances when tree planting isn't allowed. The tall hedge can be used to define transitional areas between informal and wild areas and formal and urban areas, or screen wildlife areas from busy play areas or roads.

Estate Fencing

Estate Fencing is 'stock proof' while allowing surveillance. An overhang can deter climbing or jumping. Metal estate fencing can be used in more formal areas.

Riven Oak Fencing

Riven Oak Fencing creates a strong natural or 'rural' feel and can be used as an alternative to metal estate fencing in more 'wild' locations.

Highway verges

The highway verge will be managed as diverse grassland/ wildflower meadow, with the appropriate mowing regime and timing of cuts.

The verge directly adjacent the highway can be maintained at an appropriate height for convenience and safety; and to facilitate sight lines.

4.0 LANDSCAPE

4.13 Boundary Conditions to the Country park

The purpose of the boundary is to make the public open space safe for children and animals and create a barrier to urban areas and roads. Strong boundary treatment helps to define the public open space and create a sense of arrival into the country park. A range of boundaries can be used depending on whether screening or surveillance is required and whether a formal and urban character is required or a less formal and rural character is appropriate.

These boundaries will also be integrated with wildlife corridors/crossings to protect wildlife by attempting to provide safe movement in conjunction with the urban strategies.

4.0 LANDSCAPE

4.14 Country Park

"The purpose of a country park is to provide a place that has a natural, rural atmosphere for visitors who do not necessarily want to go out into the wider countryside. Visitors can enjoy a public open space with an informal atmosphere, as opposed to a formal park as might be found in an urban area."

"A country park usually has some more formal facilities, such as a car park, toilets, maybe a cafe or kiosk, paths and trails, and some information for visitors. Some have much more, with museums, visitor centres, educational facilities, historic buildings, farms, boating, fishing, and other attractions."

"Many larger country parks organise entertainment for visitors, and are venues for firework displays, shows and fairs and other large, outdoor events."

The proposed new Country Park is the jewel in the crown of the Stainsby Development and will provide the setting for new homes and is intended to be distinctive and dynamic, encouraging people to interact with it and have a positive influence upon it; and be positively influenced by it. Intertwined with existing habitat and providing new green infrastructure however, it is much more than just a setting and its features and functions have been further developed within the next stages of this masterplan.

Outcomes from public consultation were significant regards the Country Park and these included:

- *Concept of Country Park generally well received*
- *New roads should be kept away from the Country Park*
- *Concern over loss of habitats and green spaces including loss of views*
- *New walking and cycling routes were seen as crucial to the country parks offer*
- *Clarity over the status of and works near Bluebell Beck.*
- *Community Sports facilities well received*
- *Proposed access to green space was well received*
- *Concern over a detrimental impact on wildlife*

The above issues have been further addressed in the design of the Country park via this masterplan with positive elements enhanced and concerns over wildlife addressed via increased habitat areas for example.

Middlesbrough Council intend for the country park to be adopted and to achieve Natural England accredited Country Park Status. The below review intends to demonstrate where these essential elements can be achieved within the country park, as well as the potential integration of the desirable criteria considered within the masterplan. The precise boundary of the Country park will be identified at implementation stage and will be incorporated into the management plan for the park.

<u>Country Park Essential Criteria Design Check</u>

- The Country Park is significantly over 10 ha in size of green space.
- The park will be clearly defined and openly accessible via a number of routes and entrance points, free and easy to enter
- The park will comprise a number of habitats including woodland and community woodland, building on existing, amenity grassland, meadow and wetland habitats. These habitats will also extend into the development
- The country park will have natural legibility with trees and woodlands guiding people into the park as well as specific signage that confirms distances and times to country park features as well as the proposed visitor centre
- The park will be maintained by the local authority with facilities such as toilets at a new community hub, and opportunities for community involvement and events

<u>Country Park Desirable Criteria Design Opportunities</u>

- A new commercial but also community hub and visitor centre is designed into the masterplan, at a key location which will connect to the country park with a permanent staff and visitor facilities. This hub building is intended to be multi-functional with opportunities for a range of adaptable uses.
- The visitor centre is intended to form the backdrop and initial setting for the county park with the community hub blurring the lines between park and commercial activity, including food and drink opportunities as well as activity events, use of the water feature for outdoor events and continued community involvement and volunteering.
- The masterplan has integrated a number of multi use trails, some of which would be acceptable for horses as well as other users, all with a legibility that guides people into the country park via specific points of public art as well as signage showing times and distances for walks for all.
- The above points ensure that the park is working towards a Green Flag Status as a park. The below points guide developers as to how to achieve green flag status right from the off, providing a quality space from the point of development.

Riverside Lünen, WBP Landschaftsarchitekten © Claudia Dreyße

NATIONAL AQUARIUM, BALTIMORE © RHODESIDE HARWELL

4.0 LANDSCAPE

4.15 Achieving Green Flag Status for Stainsby

The Country Park from its fruition should be ambitious in its function and form. It is intended via this masterplan that the park should from the beginning seek to achieve green flag status and be designed accordingly within formal planning applications.

The below details are taken from the Green Flag Guidance Manual and are relevant to the future design of the Country park within the development.

A Welcoming Place

+ *Well considered and innovative, yet practical, design features can really encourage people to enjoy using the site. Incorporate elements such as interesting planting, varied textures, and natural and built features that can be explored in play and used for relaxation*
+ *Presence of clear sightlines in and out, and welcoming entrances*
+ *Public transport links and whether they can be improved*
+ *Pedestrian routes – whether they are logical, useful and suitable for the whole range of users. Are cycle routes designed to be complimentary and minimise conflict?*
+ *Vehicles on site (including service vehicles), appropriate signage, control and safety measures, including how shared access between vehicles and pedestrians is managed*
+ *Car parking – if provided, appropriate provision for the quantity and range of visitors*
+ *Equality of access including disabled access – the site should adhere to relevant national legislation*
+ *Sites attracting visitors from a distance may benefit from installing signs from major routes; for others with mostly local and repeat visitors a sign at or near the entrance is enough; for some rural site*

Healthy, Safe and Secure

Healthy facilities and activities can include:

+ *Play and exercise equipment, trim trails, active volunteering programmes, health and fitness activities and suitable sporting facilities*
+ *Provision of seating – for contemplation, physical rest, solitude, and enjoyment of nature*

Biodiversity Landscape and Heritage

The overall country park and its elements should be designed in such a way to consider:

+ *Potential for sites to form part of a network for wildlife, as natural floodways or open spaces, to buffer and enhance*
+ *The presence of any ancient trees, or historic tree or plant collections and how they are identified, managed and promoted*
+ *Local historical or social links with types of biodiversity or particular habitats*
+ *Links to wider local and national strategies – including Local Nature Partnerships, National Pollinator Strategy, health and wellbeing and nature, natural play, forest schools, involving people in 'growing their own', green infrastructure and climate change adaptation*

4.0 LANDSCAPE

4.16 Summary of Landscape Strategy

All the elements of Landscape Strategy are devised to collectively meet the criteria for a Green Flag status Country Park, that surrounds and pervades the proposal and forms the heart of the development.

The adjacent diagram shows an indicative approach as to how all of the Landscape principles established could be integrated and work together throughout the Stainsby site.

KEY

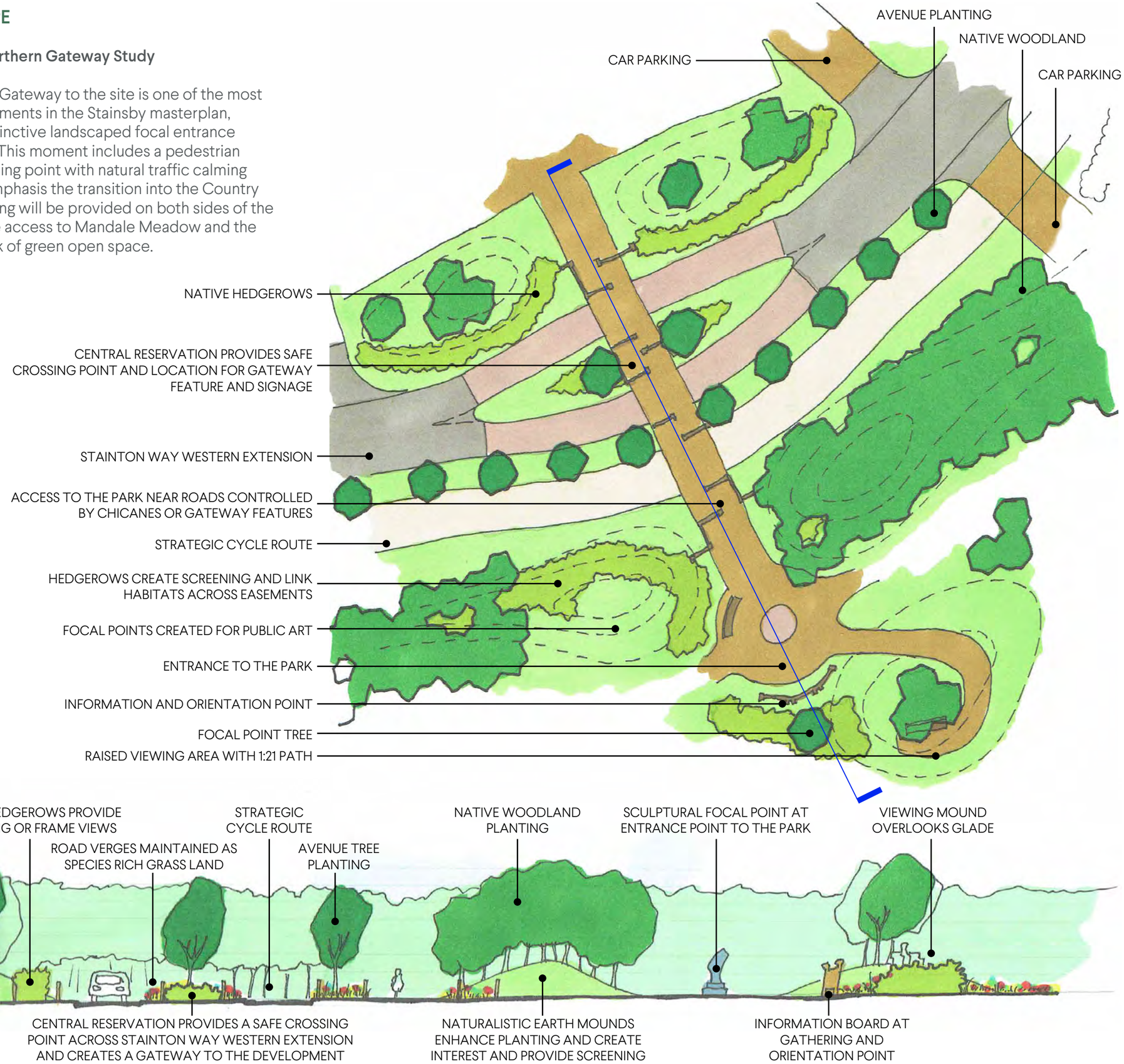
- Existing Watercourses
- Flood Zones
- SuDs Attenuation
- SuDs Conveyancing
- Rain Gardens
- Existing Woodland
- Hedgerows
- Proposed Woodland
- Avenue Planting
- Orchards
- Parkland Trees
- Amenity Grassland / Sports pitch
- Retained existing meadow habitats
- Grassland
- 4.5m Strategic Segregated Pedestrian & Cycle
- 3.5m Mixed Use Path (Indicative)
- 3.5m Compacted Gravel Paths (Indicative)
- Site Entrance Points
- Network of informal/formal paths (connections between existing habitats and open space network)
- Formal Sports Provision
- Multi-Use Games Area / Courts
- Landforms
- Bike Tracks - Single / Pump
- Walking/Running Routes - 0.5 / 1.5 / 2.5 / 3 miles
- Trim Trails
- Wildlife Trails
- Wildlife Hides
- Docking / Dipping Ponds
- Allotments
- Community Growing
- Seating and Bins
- Community Centre

LANDSCAPE STUDIES

4.0 LANDSCAPE

4.17 Indicative Northern Gateway Study

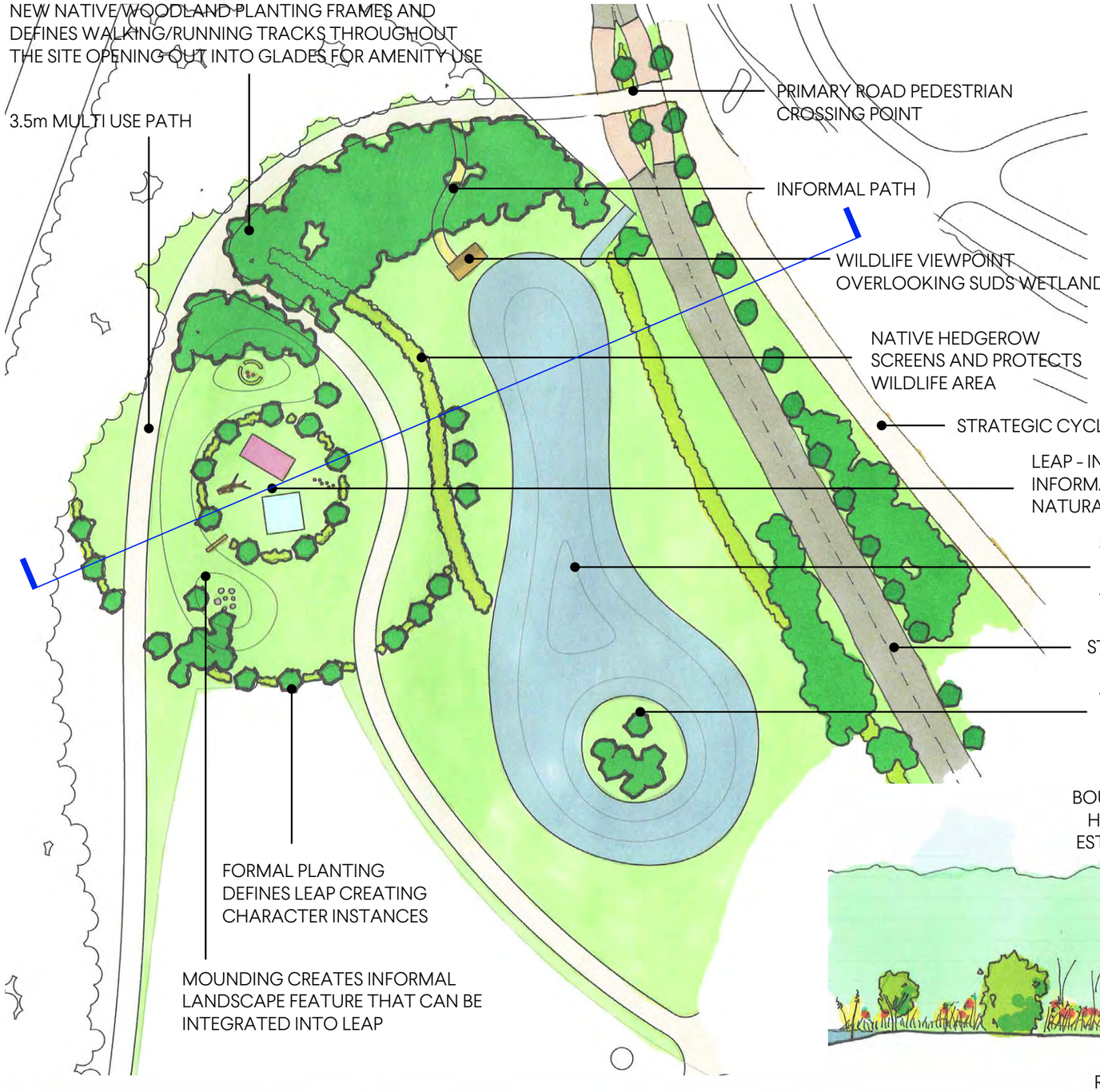
The Northern Gateway to the site is one of the most significant moments in the Stainsby masterplan, creating a distinctive landscaped focal entrance arrangement. This moment includes a pedestrian focused crossing point with natural traffic calming features to emphasis the transition into the Country park. Carparking will be provided on both sides of the road to create access to Mandale Meadow and the wider network of green open space.

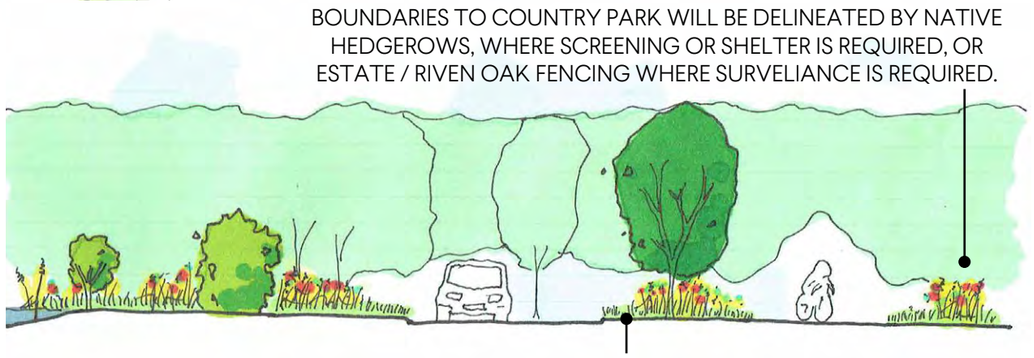


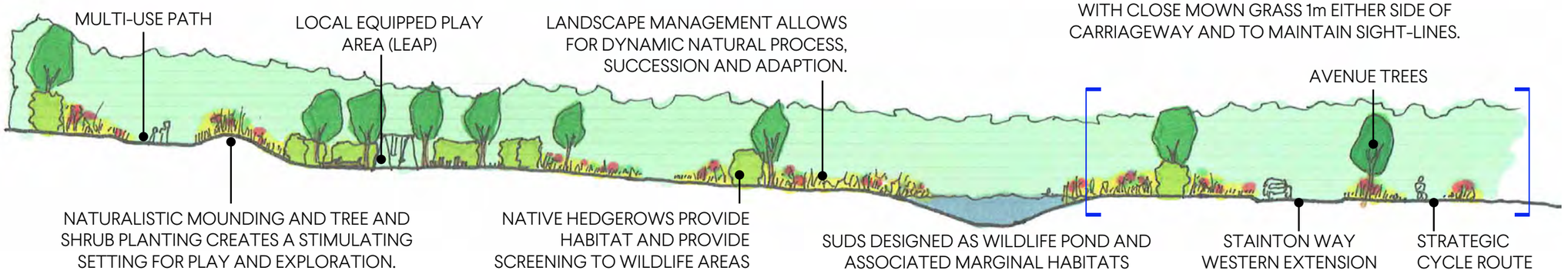
4.0 LANDSCAPE

4.18 Indicative LEAP and SUD

A typical example of a SUDs zone adjacent to a Locally equipped area for play. This example is situated at the Northern extent of development area adjacent to the Primary Road. It shows how naturalistic features can be utilised to create screening for public safety and to enhance wildlife and ecology.



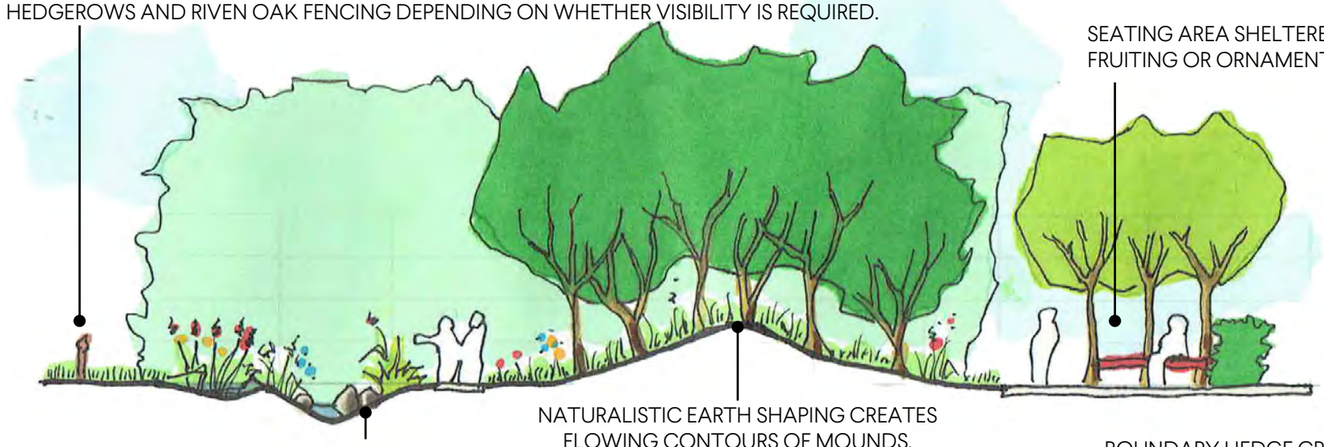




4.0 LANDSCAPE

4.19 Indicative LEAP Node & Green Corridor Study

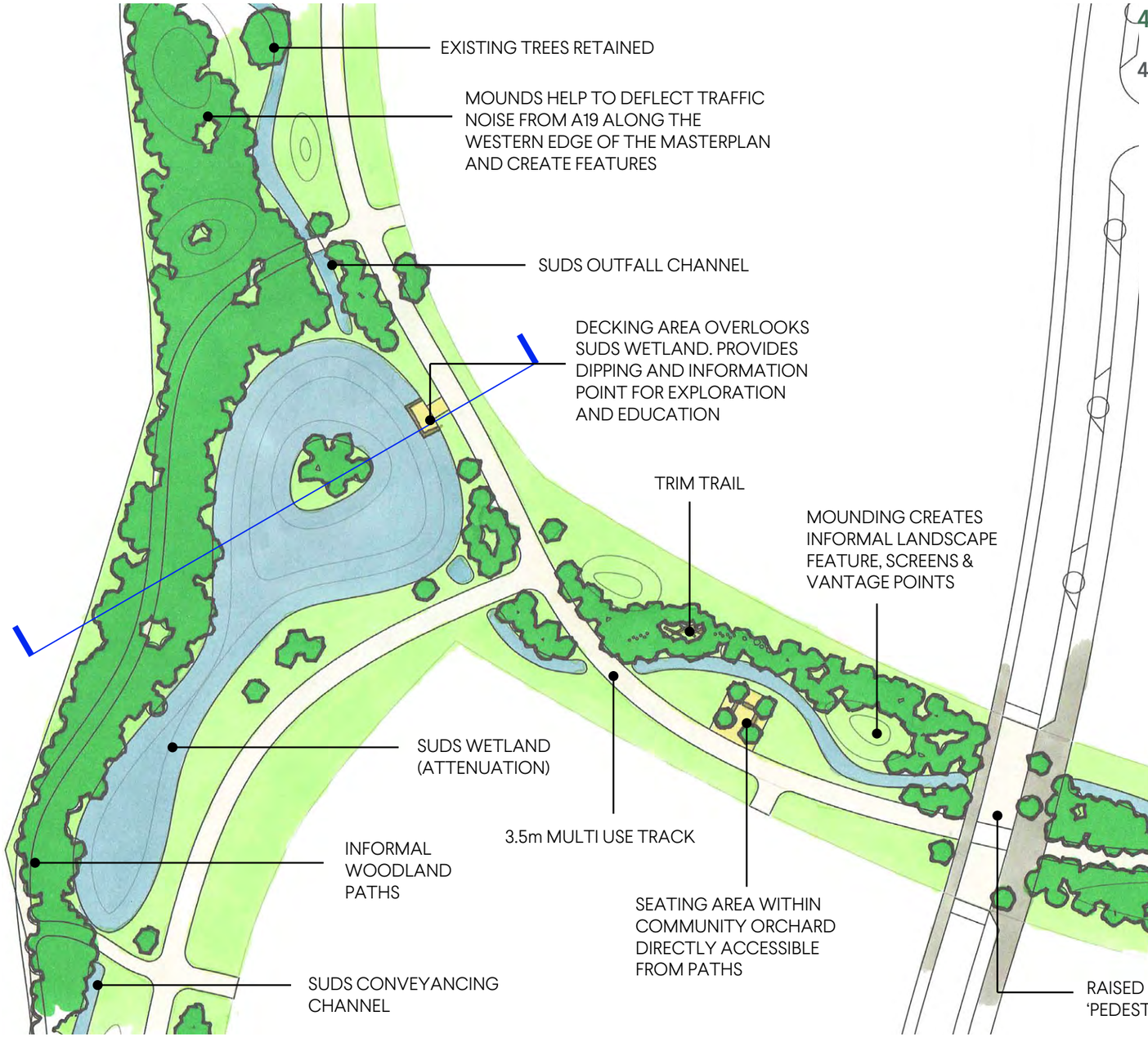
A typical example of how a landscaping corridor between developments might intersect a LEAP node between developments. These extensive corridors define naturalistic routes between the development zones in line with the SUDs routes, drawing the public through the site and around congregation and play points.

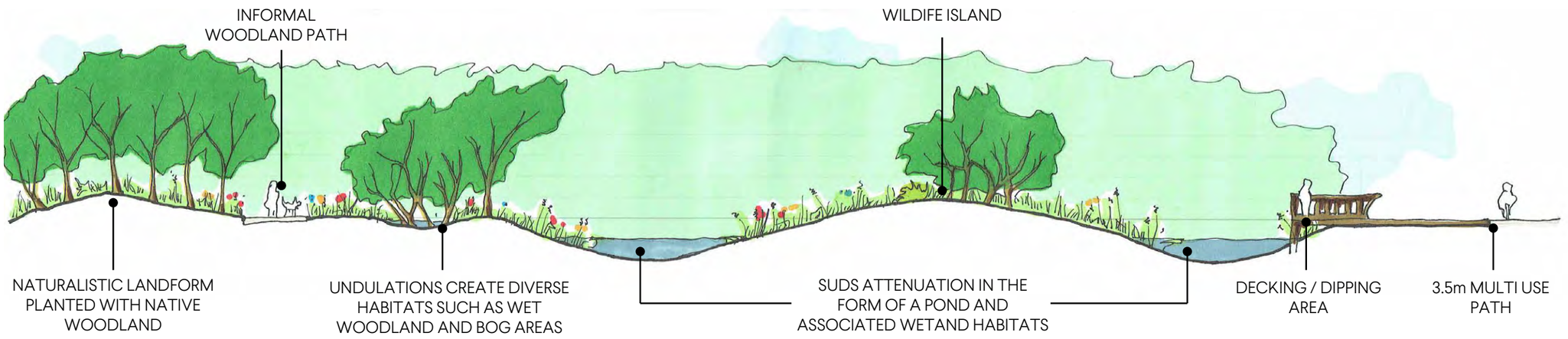


4.0 LANDSCAPE

4.20 Indicative SuD and Green Corridor Study

A typical example of how a landscaped corridor might meet the public open space at the perimeter of the site. These corridors provide opportunities to be lead into the wider network of the site. The landscaped edges will provide acoustic and visual separation to the surrounding road networks, protecting the character of the site. These wider networks can be used as dog walking, running or cycling tracks, with all routes leading to the wider site with clear access to the development areas.





5.0
CENTRAL HUB

5.0 CENTRAL HUB

5.1 An Aspirational Community Facility

As proposed in Section 4.13 Country Park, a 'Central Hub' will be a highly desirable attribute to support the achievement of Country Park Status.

The site as designated sits at the centre of the proposed masterplan, providing the most accessible location for this bridge and gateway between the Landscape and the Urban.

This community focused area will seek to meet the requirements for the Country Park and any other commercial and educational needs for the site. These expanded needs will be subject to further development with Middlesbrough Council following detailed design assessments.

An aspirational centre is therefore a high requirement focusing on naturalistic materials in the context of a country park, defining spaces that focus on the surrounding park and enhancing the setting. The adjacent precedents give a taste of high quality design and interfaces between indoor and outdoor spaces.


JULES VERNE SCHOOL, ARCHI5 © Sergio Grazia


MAISON DE SANTÉ, BERNARD QUIROT ARCHITECTE © Luc Boegly


Chrysalis Childcare Centre © Collingridge And Smith Architects

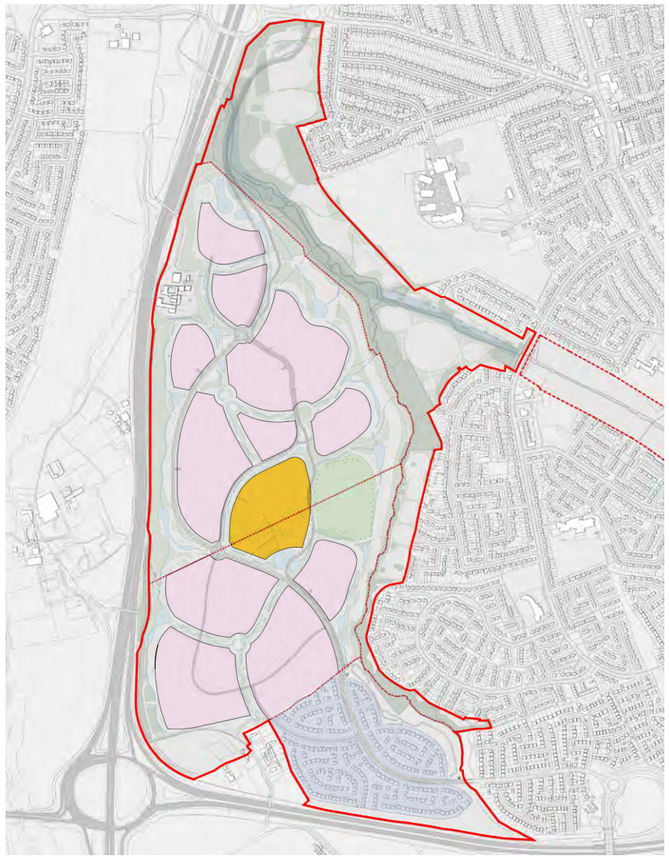

Gekko, Moke Architecten © Thijs Wolzak


Bezons Angela Davis School / archi5 + Tecnova Architecture © Sergio Grazia


Hiribarren-Gonzalez + Estudio Urgari © EGOIN


Kurve 7, Stu/D/O © Stu/D/O, Ketsiree Wongwan


SAHID KUTA LIFESTYLE RESORT © PT. ENVIRO TEC INDONESIA



5.0 CENTRAL HUB

5.2 Education Facility

Initial requirements for a primary school provided by Middlesbrough Council have been assessed and organised to understand the potential scale and massing required with the associated external curriculum and servicing areas to be located within the Central Hub. BB103, or the most current government guidance, should be adhered to when defining site areas for future Educational facilities.

A key driver for the future design of the school is how the building could be used to transition from urban areas into parkland, creating a suburban facility within a parkland setting. A sharing of community and education facilities may enable an efficient design solution. Habitat could be used to create buffers between the surrounding road network, also following BB103 guidances for area provisions for external areas.

SCHEDULE OF ACCOMMODATION TOOL FOR ANY MAINSTREAM PRIMARY SCHOOL — SoA tool 7.3 Mar 2018

date 24/6/19 | age range 3-11 | school name 420 place Primary School - Example | as a check, if new:

60 / 2 FE | reception places 60 | 2 classes | net capacity | site: area (m²) | type ample site | net capacity for recommended
120 / classes of | infant places 120 | 4 | for SoA below = 420 | number of storeys: single storey | SoA below: 420
240 / 30 | junior places 240 | 8 | within a potential range of: | existing buildings to be: none (all new)
78 / 39 | age 3-4 nursery places 78 | FTE 14 | 378 to 420 | 8 float if min net | not over min gross | 378 to 420

Total Mainstream Places 498 | 420 | 4 to 11 places

Additionally resourced FTE places for: aged 2 to 3 nursery FTE 0 | - SEN

organisation options for: infant all practical in classrooms | junior specialist practical spaces

Parent ADS Code	Final ADS Code		max. group size	average area of space (m²)	TOTAL no. of spaces	TOTAL AREA (m²)	NON-NET AREA (m²)	SUPP AREA (m²)		recommended area of space (m²)	recommended no. of spaces
		Basic Teaching Area									
		classrooms or classbases/ shared teaching			(16)						
		-									
PRI03	PRI03	nursery playroom	42	**83**	**2**	**166**			79 m2 or 2.3m2 per place min recom'd	83	2
PRI13	PRI13	reception classroom	30	**62**	**2**	**124**			62 m2 minimum recommended	62	2
PRI23	PRI25	extensive infant classroom	30	**62**	**4**	**248**			62 m2 minimum recommended	62	4
		-									
PRI33	PRI33	junior classroom (with sink)	30	**55**	**8**	**440**			55 m2 minimum recommended	55	8
		-									
		specialist practical/ other			(1)						
PRA12	PRA12	food/ science/ DT area	30	**62**	**1**	**62**				62	1
		art/ DT area									
		-									
		TOTAL AREA BB103 range **1019** to **1153**				**1040**			OK: area within recommended range	**1040**	
		Large spaces: halls, studios and dining							**dining options** 60 mins all in main hall		
HAL13	HAL13	main hall (primary) assembly max	330	**180**	**1**	**180**			105 m² min recom'd for all pupils dining	180	1
HAL11	HAL11	studio	30	**55**	**1**	**55**				55	1
		small hall	30	**80**						80	
		-									
		TOTAL AREA BB103 range **226** to **272**				**235**			OK: area within recommended range	**235**	
		Learning Resource Areas									
LIB01	LIB01	library (primary)	20	**34**	**1**	**34**			30 m² minimum recommended	34	1
SEN11	SEN11	SEN therapy/ MI room	5	**12**	**1**	**12**			12 m2 min recommended	12	1
SEN01	SEN01	SEN resource base	5	**12**	**1**	**12**			group room suitable for SEN/ multi-agency	12	1
RES00	RES02	small group room	4	**9**	**3**	**27**				9	3
RES00	RES01	small group room (nursery)	4	**9**	**3**	**27**				9	3
		-	-								
		TOTAL AREA BB103 range **60** to **130**				**112**			OK: area within recommended range	**112**	
		Staff and Administration Areas									
OFF31	OFF31	staff room (prep and social)	22	**41**	**1**	**41**			54 m² min total staff area recom'd	41	1
OFF33	OFF33	staff work room	4	**13**	**1**	**13**				13	1
ADM11	ADM11	head's office (meeting room)	6	**16**	**1**	**16**				16	1
OFF10	OFF10	office/ meeting room	3	**9**	**1**	**9**				9	1
OFF35	OFF35	staff work room (with sink)	6	**16**	**1**	**16**			16 m2 recom'd for nursery	16	1
		-	-								
ADM05	ADM05	general office (1 recep desk)	4	**20**	**1**	**20**				20	1
ADM08	ADM08	reprographics room	-	**11**	**1**	**11**				11	1
ADM31	ADM31	entrance/ reception (50% circ)	-	**10**	**1**	**5**	5		5 m² non-net circulation included	5	5 1
ADM02	ADM02	interview room	4	**6**	**1**	**6**			adjacent to entrance/reception	6	1
ADM03	ADM03	sick bay	2	**4**	**1**	**4**			semi-open area adjacent to reception	4	1
ADM22	ADM22	kitchenette bay (nursery)	1	**4**	**1**	**4**			for preparing snacks and drinks for pupils	4	1
		-	-								
		TOTAL AREA BB103 range **130** to **199**				**145**			OK: area within recommended range	**145**	
		Storage							**furniture store options** store used as servery zone		
STT00	STT01	teaching store (off nursery)		**4**	**3**	**12**				4	3
STT00	STT02	teaching store (off reception)		**3**	**2**	**6**				3	2
STT00	STT03	teaching store (off infants and juniors)		**1.5**	**12**	**18.0**				1.5	12
STT05	STT05	specialist store (food, sci, DT)		**5**	**1**	**5**				5	1
STH00	STH04	PE store(s) (off hall)		**18**	**1**	**18**			18 m² total recom'd	18	1
		PE store(s) (off small hall)		**8**					6 m² total recom'd	8	
STH05	STH05	external PE store		**4**	**1**	**4**				4	1
		non-teaching storage									
STH15	STH15	servery/ dining furniture store		**14**	**1**	**14**			14 m² needed to store all chairs & tables	14	1
		secure/ exam/ archive store		**8**						8	
CIR06	CIR06	wheelchair/ appliances bay(s)		**1.5**	**2**	**3.0**			wheelchair/ appliance bay(s) recommended	1.5	2
STN01	STN01	personal storage (coat hooks)		**3.0**	**12**	**36.0**			OK	3.0	12
STN11	STN11	cloakroom (early years, 50% circ)		**12**	**2**	**12**	12		6 m² non-net circulation incl in each	6	6 2
STN31	STN31	cleaners' store(s)		**1.5**	**3**	**4.5**				1.5	3
STN32	STN32	general store (stock/ maintenance)		**6**	**2**	**12**				6	2
		TOTAL AREA BB103 range **95** to **165**				**145**			OK: area within recommended range	**144.5**	
		Float **0** to **155**				**8**			**NOTE: float available 8**	7.5	
		Total Net Area min **1684** max **1819**				**1684**	17		**OK**	**1684**	
		Non-net Area							*(pupil toilets: 29 recom'd 30 provided)*		
KIT02	KIT02	kitchen prep/ servery suite		**58**	**1**	**58**			54 m² min recom'd for full service	58	1
KIT20	KIT21	kitchen dry store		**3**	**1**	**3**				3	1
KIT40	KIT40	kitchen toilet/ changing area	2	**3.5**	**1**	**3.5**			63.5 m² min recom'd for whole kitchen	3.5	1
TOC30	TOC31	supervisable toilets (early yrs)	1	**3**	**14**	**42**			14 if 1 per 9.9 early years places	3	14
		-	1	**3**						3	
TOC10	TOC14	other pupil toilet suite(s)	5	**15**	**3**	**45**			15 if 1 per 20 KS1 & 2 places	15	3
TOC06	TOC06	small hygiene room (2 doors)	1	**9**	**1**	**9**			9 m² minimum if ceiling mounted hoist	9	1
		-	1							12	0
TOC10	TOC12	staff toilet suite(s)	2	**6**	**1**	**6**			including lobby with coat hooks	6	1
TOC21	TOC21	accessible/ staff toilet	1	**3.5**	**1**	**3.5**			also for visitors and staff	3.5	1
		plant indicative area, as %age of net area: for new:		3.1%	incl ICT hubs and risers						3.1%
PLA01	PLA01	central plant room		**32**	**1**	**32**			32 m² minimum recom'd in new build	32	1
		ventilation and other plant							Contractor to add area if provided	0	
PLA05	PLA05	distribution boards		**1**	**4**	**4**				1	4
		risers, flues and vertical ducts							Contractor to add vent ducts if provided	0	0
PLA10	PLA12	server room (2 cabinets)		**9.5**	**1**	**9.5**				9.5	1
PLA10	PLA18	ICT hub(s)		**6.8**	**1**	**6.8**				6.8	1
		circulation as percentage of net area: for new:		24.3%	incl circ noted above	**(17)**				(17)	24.3%
		stairwell(s) area per floor							20.0% of net min circulation for 1 storey	0	0
		lift area per floor, incl space to wait							24.3% of new build net area recommended	0	0
		-									
		-									
		-									
CIR01		main circulation remaining		**393**		**393**			15% of net min rec'd for horizontal circulation	393	
		partitions as percentage of net area		**4.5%**	for new build	**76**				76	4.5%
		TOTAL AREA BB103 range **690** to **758**				**708**			OK: area within recommended range	**708.3**	
		Total Gross Area min **2392** max **2641**				**2392.3**			- **OK**	**2392.3**	
		Total Gross Area (including supplementary area)				**2392**			of which **0** retained, so: **gross area to be built**	**2392**	m2
		Gross area as proportion of net				142%					


URBANISME © LOUKAT

KEY POLICY

Retail & Community Hub
NPPF Para 91 c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

5.0 CENTRAL HUB

5.3 Central Hub Design

A concept organisation diagram for the central hub is shown adjacent.

The hub is perceived as the fulcrum of the development, creating a community heart and sense of place. Retaining and promoting views and connectivity are key principles of the central hub.

The hub is ideally located to serve all local residences providing education, retail, amenities and appropriate built infrastructure to the Country Park. A transport 'super-stop' will be strategically placed to promote high-quality sustainable travel featuring real time displays for transport links and cycle parking for door to door connections.

Approaching the hub from the south, with development areas to both sides, culminates in a residential gateway. A view could then open up to the setting of the central hub within parkland bleeding into the development from the west and permeating through to the east. A visitor centre should be considered a key building within the development underlining the Country Park. The relationship of this building to Sustainable Drainage should be considered to strengthen the setting.

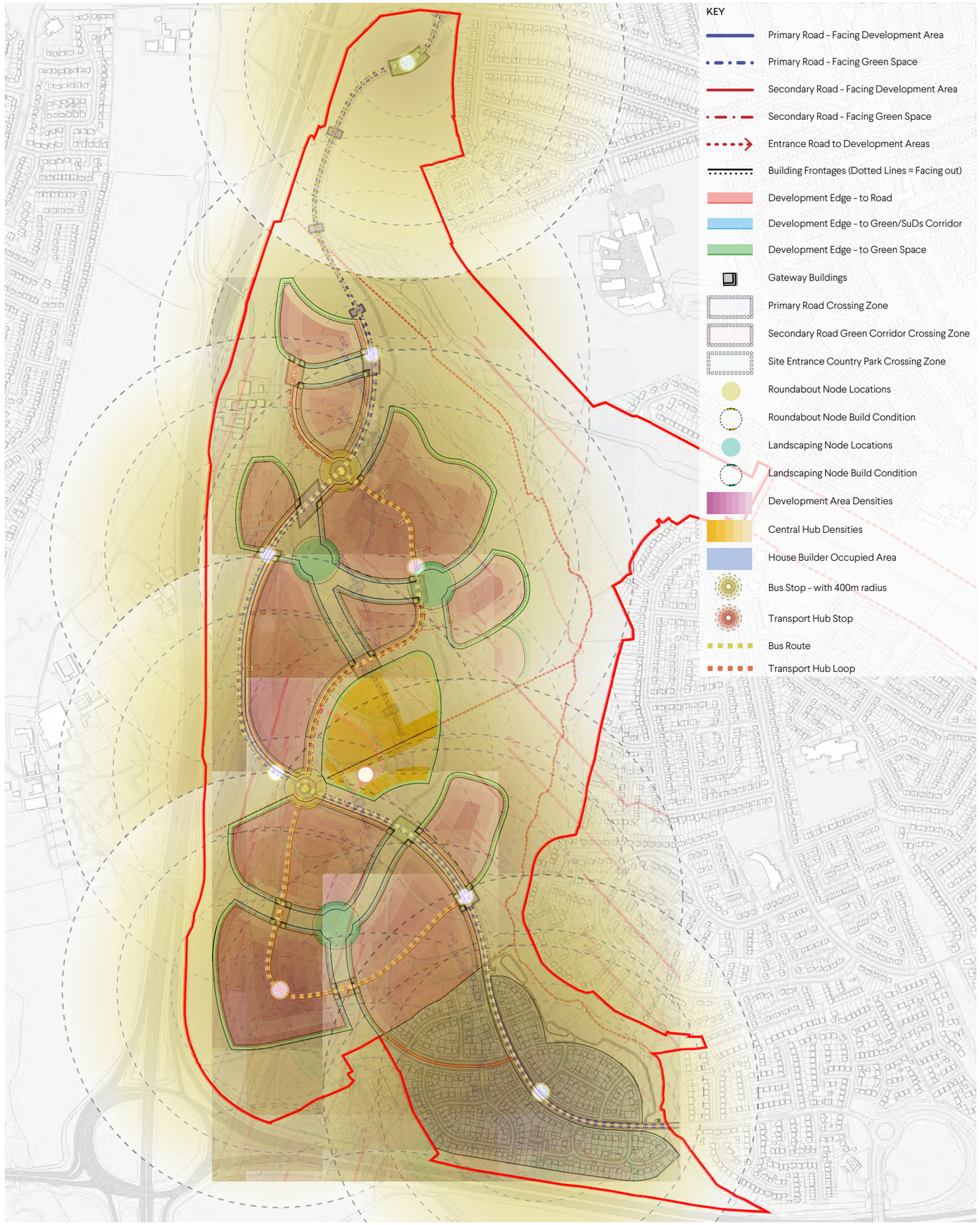
The hub is to be set within a tree lined setting, removing the dominance of the vehicles from the public realm and emphasising the importance of buildings offering frontage to both urban and parkland areas. A suggested viewing corridor is set up running east-west through The Hub, narrowing down to form a sheltered community focal area but emphasising the connection to landscape.

The educational facility should provide active frontage to both the urban edge of The Hub and a softer connection the east allowing the external areas to connect visually with the park to the east. Eliminating rear conditions is of primary importance to create a pleasant environment which is animated, surveyed and passively policed for safety and enjoyment.

Parking areas should be positioned for convenience to promote frequent use but are to be diluted with the inclusion of landscaped areas at a ratio of approximately one space to five car parking spaces. Integration of electric vehicle charging provision is encouraged as part of the local facilities (including at the Mandale Road country park entrance car parks).

As gateway to the county Park, The Hub buildings should be a permeable design, articulated with natural and organic textures and surfaces.

6.0
URBAN STRATEGY



6.0 URBAN STRATEGY

6.0 Introduction

The Urban Strategy is made up of components which combine to formulate a masterplanning strategy that directly relates to the context of a Country Park, devising hierarchies and strategies to define new local identities for each development area. The key aim here is to create spaces that continually link to the wider green open space network and country park, prioritising the public pedestrian movement over vehicular access.

This culminates in a series of Urban strategies to help create a framework to develop within towards this goal. The adjacent diagram shows the combined layers of these urban strategies that will get unpacked in this section. These principles will then be expanded upon in Section 7.0 Urban Strategy Studies in order to create a guideline for options that are applicable in different situations.

The following principles will be introduced within this section:

6.0 URBAN STRATEGY

6.1 Roads / Circulation and Access

Roads within the site must be designed with a hierarchy of highways which become more informal as they step down/get further into the development. **'Manual for Streets 2'** should be used as a basis to inform the internal layout. Wherever possible the impact of roads should be minimised and methods to naturally encourage slower vehicle speeds must be incorporated into the road design. The whole development must have a maximum design speed of 30mph.

The following road types have been developed to inform a network hierarchies throughout the site. Further design details of road compositions can be found in Section 7.1 Urban Strategy Studies - Roads.

Primary
The Primary road network will be designed to naturally restrain vehicle speeds to an absolute maximum of 30mph. Measures will include regular gateway/crossing features (which incorporate pedestrian/cycle crossing points), route alignment and the strategic placing of junctions to reduce the length of straight sections of carriageway. The landscaping strategy will contribute towards slowing traffic to natural visibility levels.

The primary route, also known as the Stainton Way Western Extension, will run north-south through the Stainsby site, providing vehicular access to the development as a whole as well as improving the future resilience of the local road network. The width of the Primary carriageway linking Jack Simon Way (B1380 Low Lane and A1130 North Road) is proposed to be 7.3m, with localised widening at junctions.

No house plots should be accessed directly from a Primary road, however building frontages are permitted in specific instances (see further guidance within Design Code) with pedestrian access facing the road and landscape borders only.

For Bus connectivity see section 6.3 Bus Linkages.

Secondary
Secondary roads will also be designed to naturally restrain vehicle speeds to an absolute maximum of 30mph. This road type will be utilised from the Primary Road structure leading key routes through the development areas. This should always be a through route leading directly back to a Primary Road or Roundabout junction. These roads permit direct access to housing, see Studies for further conditioning. Bus stops will also be integrated into this typology providing local access (see section 6.3)

Tertiary
Tertiary roads are a smaller road limited to 20mph only accessible from Secondary Roads. These provide access into the heart of development areas creating through links back to Secondary roads or loop routes depending on the application area. These routes don't contain a multi use path creating a more local hierarchy, and don't allow for bus access. Local Area Play can therefore be hosted along these routes, which also cater for access to Homes Zone and Private Drives.

Homezone
Homezone areas may be created where low volume traffic is expected, typically within the centre of residential clusters accessed directly from Tertiary Roads. The principles are to create a high quality shared surface area that prioritises pedestrians and serves no more than 15 dwellings to create a balance between the local community and drivers.

These spaces are limited to 10mph and the entrances must be defined by a raised access level with varied texture to enforce low speeds. Intersections with Tertiary Roads are to be framed in pedestrian footpath surface material to instil a pedestrian hierarchy over vehicular. Centrally a change in surface material and colour is to be provided and road markings removed to warn motorist of the change in the perception of the road. Within Home Zone areas the road and pavement areas are one level surface in a different material and colour to the surrounding road networks to emphasise the difference of use. Local Area Play can also be utilised in this areas.

This typology can be used to create access to areas adjacent to Primary Roads or Green Edges.

Private Drive
Private Drives are again a shared surface that can define a pedestrian walkway to oneside. The number of dwellings served by these access drives can be discussed with Middlesbrough Council Planning department during detailed design. Private drives can be utilised from Tertiary roads or Home Zones and can also be utilised for access to areas adjacent to Primary Roads or Green edges. These spaces should be in an alternative material and also colour to the surrounding road network. They can use the same material as a Home Zone so long as they are in an alternative colour.


TRUMPINGTON MEADOWS © Allies and Morrison


Stokoe Avenue, SIXTWOArchitects © Nick Moss Architects

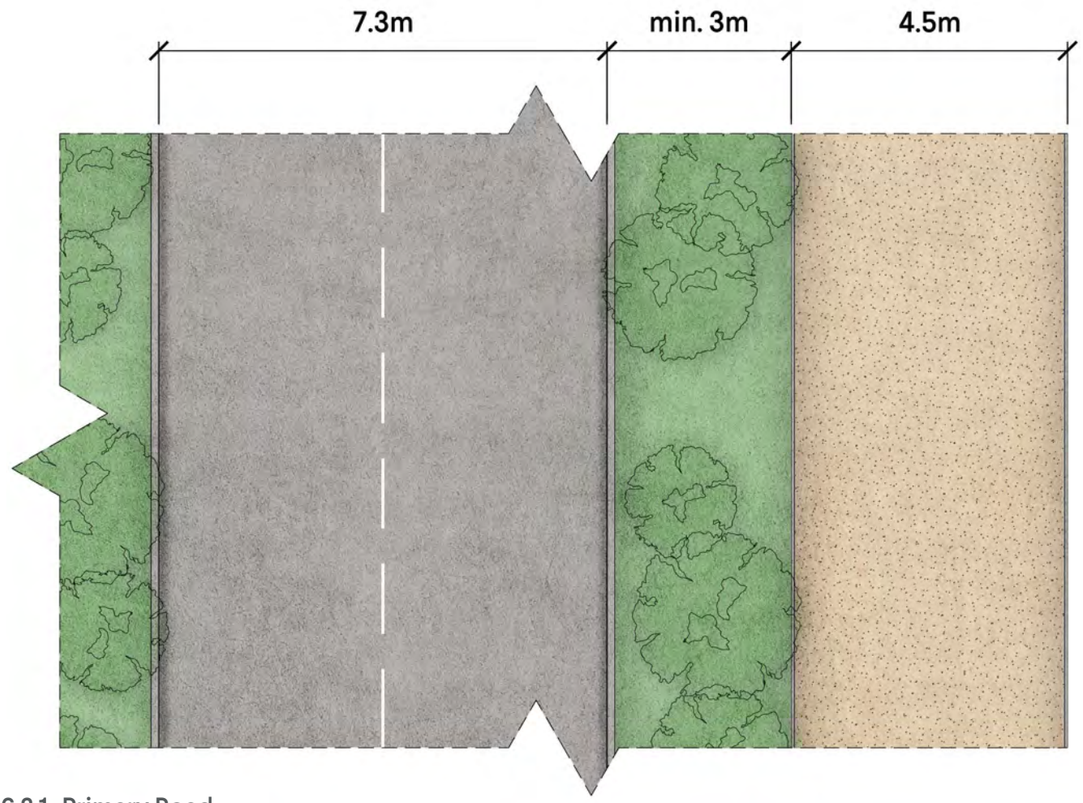

Beechwood, Basildon © Pollard Thomas Edwards


Sacriston, County Durham © Squires Barnett Architects

6.2 Highway Design

The following road build ups highlight the design intention based on their hierarchy. They explore the principles of composition, and are indicative at this stage. The Primary, Secondary and Tertiary roads will be created as adoptable highways, whilst the Home Zone and Private drives are defined for placemaking principles.

All designs will be developed in conjunction with Highway Designers & Transport Engineers to ensure quality for the future.

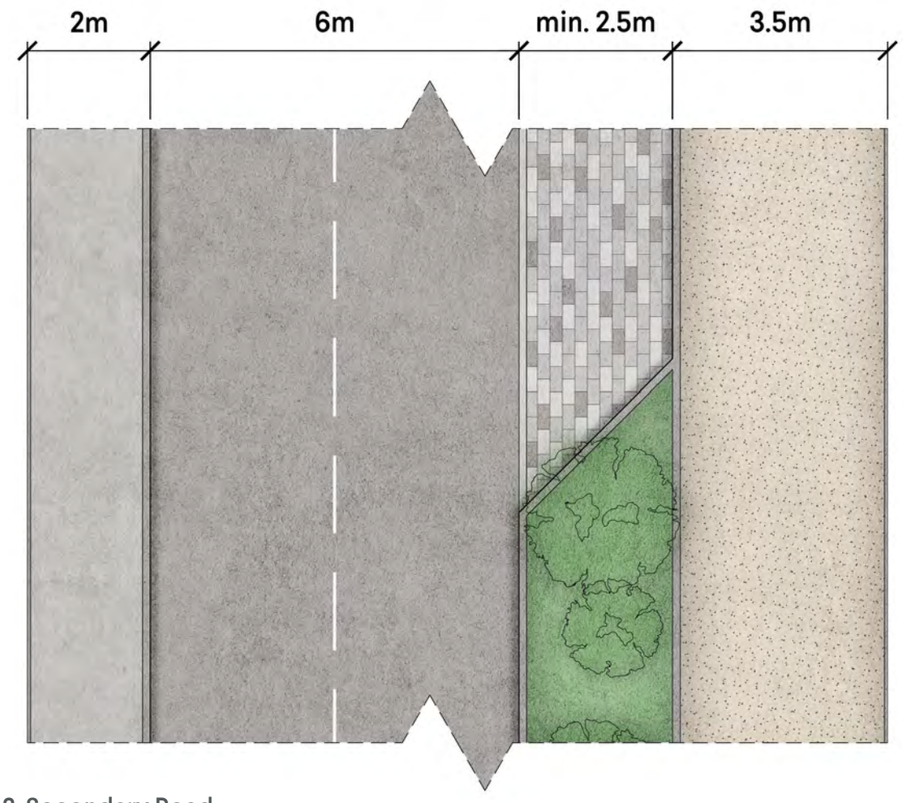


6.2.1 Primary Road

The 7.3m primary road will generally be bordered on both sides by a landscaped zone of a minimum 3m offset. A varied landscaping strategy will be used throughout to define characterised area identities. Whilst shielding the Primary road from development areas it will also form part of the natural traffic calming features to ensure the whole site remains safe and access is predominantly focused on the residential zones set within the Country park.

For the most part the Strategic cycle route will follow the Primary road creating connection from the North to South of the site. See Section 6.4 Adopted Paths for the Strategic Cycle Route.

A durable tarmac surface will be used for this adopted Primary road. Further detailed design will be confirmed by Highway Designers & Transport Engineers to adopted standards.

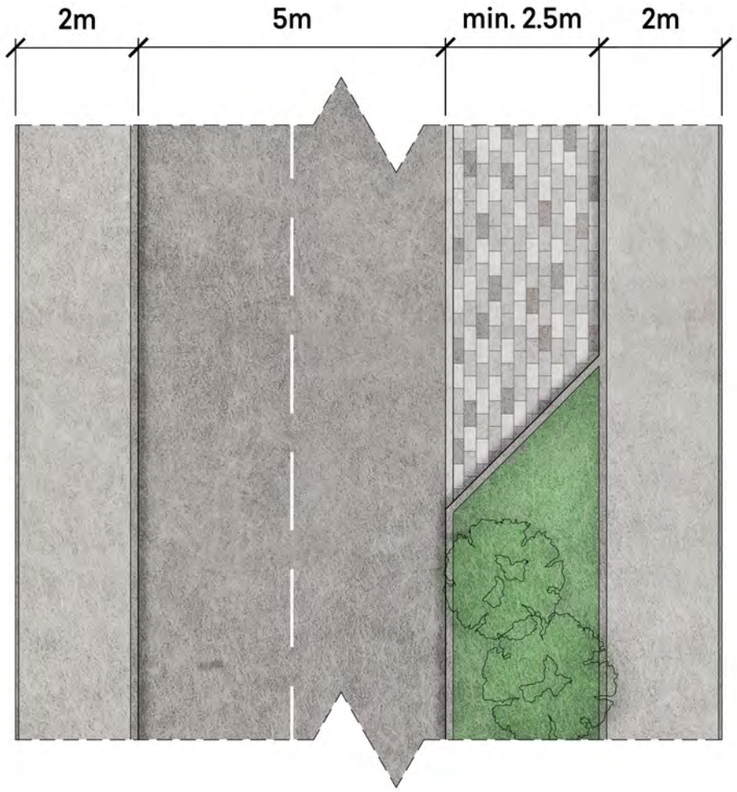


6.2.2 Secondary Road

The secondary road will be comprised of a 6m carriageway cradled to one side by a landscaped border or varying dimensions through the site. At a min 2.5m, the border can host the visitor car parking spaces. This will be delineated in a different material to demark them as separate to the main thoroughfare.

A multi use path will also be adjacent to the landscaped border providing connectivity throughout the site. Whilst a standard pavement will be utilised on the opposite side of the carriageway.

This adopted highway composition will meet Highway specifications and is subject to further develop with the relevant stakeholders.

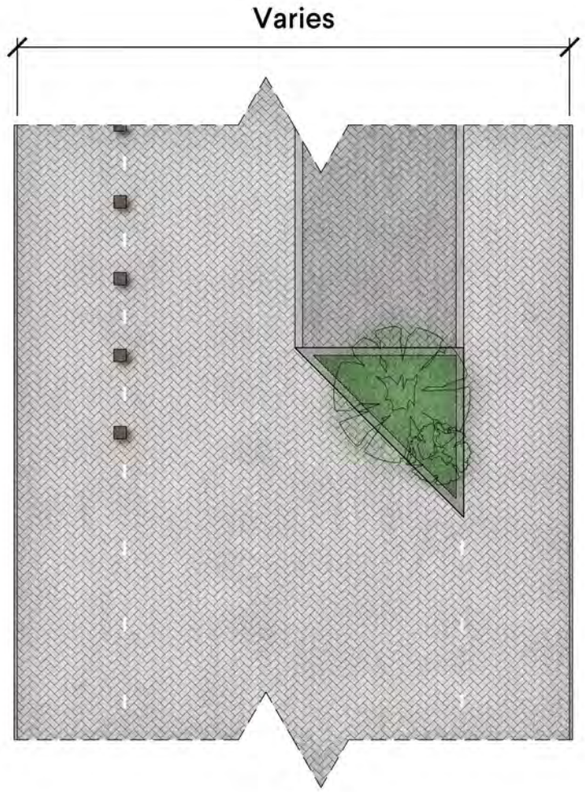


6.2.3 Tertiary Road

The Tertiary road will be built up in a similar manner to the Secondary road with a reduced carriageway of 5m to encourage slower movement of traffic and discourage large volumes.

As this road will serve residential areas rather than through routes, standard pavement build ups will be used on both sides in conventional materials to match in with the developments.

The landscaped border will be retained and will vary as required, still at a min of 2.5m to host visitor parking as part of the overall masterplan parking strategies. This will discourage parking on the pavements and draw the park into the development areas.



6.2.

Home Zones will be varied in size and function throughout the site, creating unique place settings for dwelling clusters. These shared surfaces will host varied planted features and parking spaces for visitors. These adaptable spaces will promote pedestrian priority hierarchy and will encourage community interaction and play.

The surface should vary in material from the surrounding road network to demark this unadopted space.

6.2.

Private drives will be unadopted roads used to create a quality living environment. The design will vary across the site defining distinct communities and closes. This shared surface will seek to promote pedestrian priority hierarchy within intimate dwelling settings.

The materials will vary to the road network to make the distinction between the adopted spaces and private spaces.

6.0 URBAN STRATEGY

6.3 Bus Linkages

Connectivity is central to the design focus at Stainsby. Bus routes will be integrated along the main Primary Road and Secondary road to ensure that no dwelling is more than 400m from a bus stop. These routes will form part of the larger Middlesbrough network creating a sustainable transport network for door to door connections.

A Transportation Hub will be hosted as part of the Central Hub facility at the heart of the site. The creation of a 'super-stop' will featuring real time displays for transport links and a cycle park to encourage sustainable travel. Bus priority roads will be integrated into the design to enhance connectivity and efficiency.

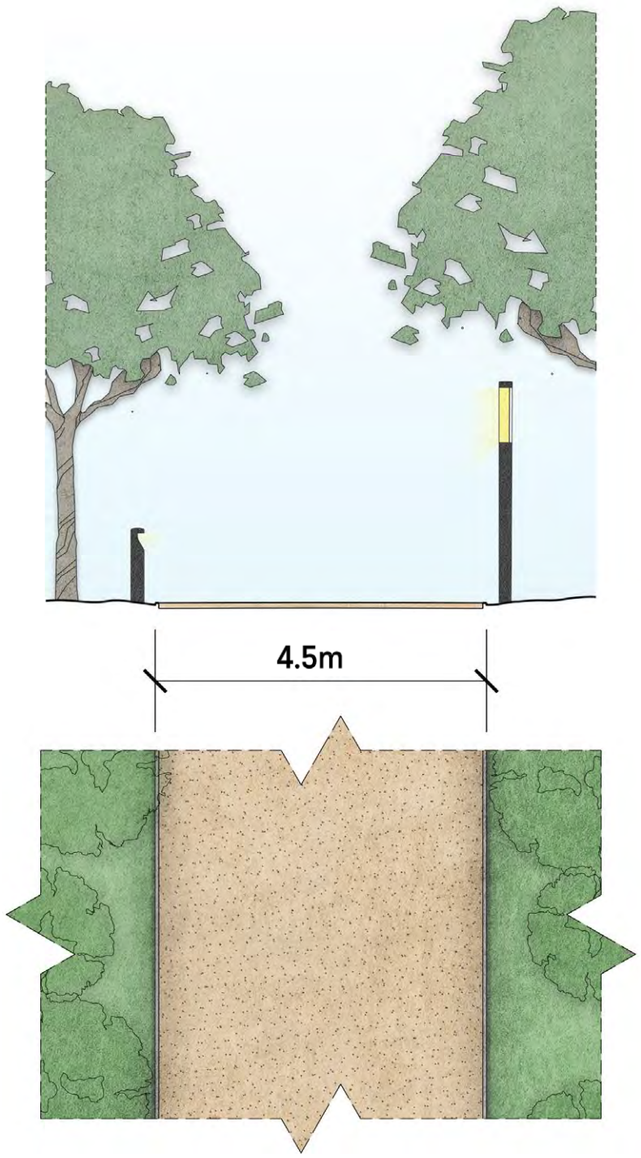
Bus routes and details will be advanced with key partners throughout the detailed transport network development and design process.

KEY

- Bus Stop - with 400m radius
- Transport Hub Stop
- Bus Route
- Transport Hub Loop

6.4 Adopted Paths & Artificial Lighting Strategy

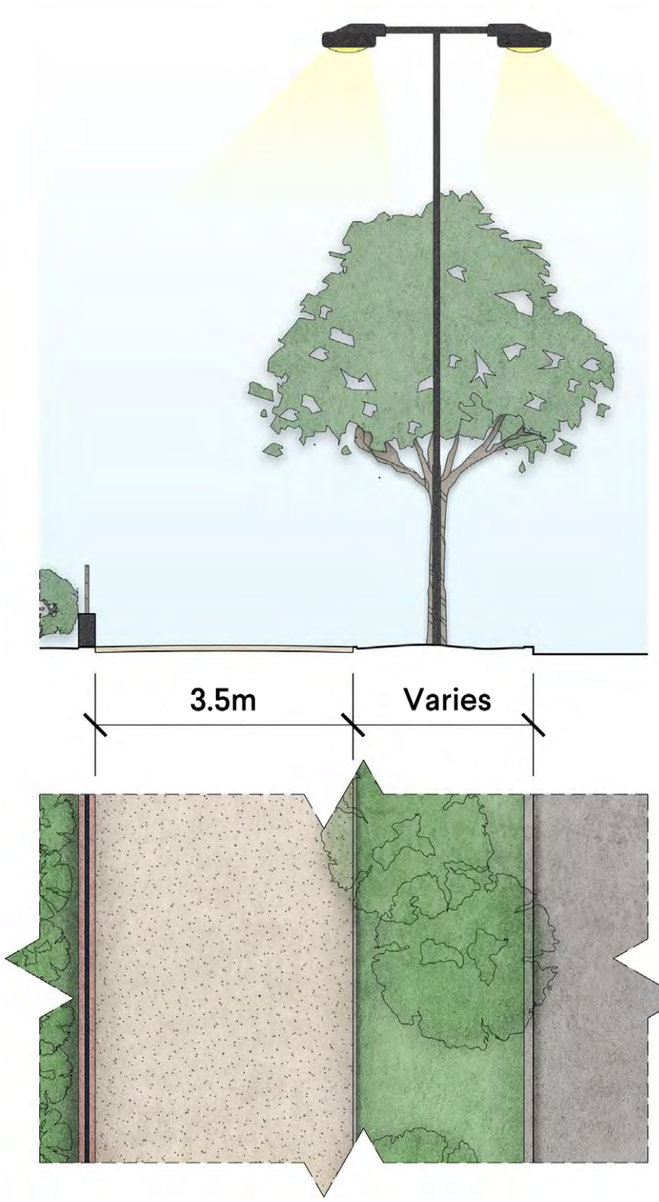
The following studies show the indicative build ups associated with the Adoptable path strategy. These paths will be integrated throughout the Urban and Landscape strategies to create formalised routes throughout the whole development.



6.4.1 Strategic Cycle Route - 4.5m

An anti-skid surface will be utilised for 2-way commuters on this primary adopted path, and will be formed in contrasting appearance to the adjacent paths and routes to give it a distinct identity. This route will generally be flanked by landscaped verges on both sides to enhance the journey to attract greater usage.

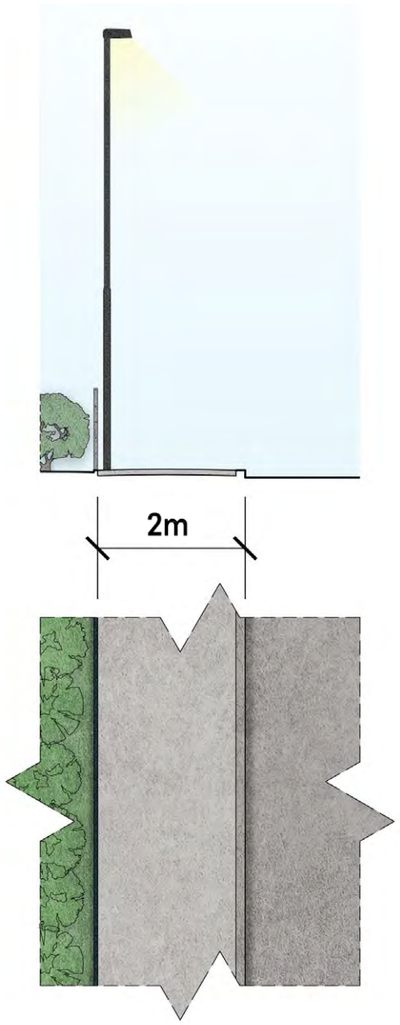
A designated lighting strategy will be utilised on this route applying varying low-level lighting options for environmental & wildlife sensitivity as the journey transitions between urban & landscaped areas throughout the site. A variety of different lighting columns, including bespoke designs, can be used to create a strong visual identity to form part of the overall high-quality country park.



6.4.1 Multi-use Path - 3.5m

The multi-use adopted path will be the most commonly utilised connectivity path throughout the development. This accessible path network will utilise a differing material finish to give it it's own distinct identity throughout the site, to encourage pedestrian connection. These paths will always lead back to the Country Park and Central Hub.

A landscaping border will be created wherever the path lies adjacent to a road. In this instance a shared adopted highway lighting strategy will be utilised. If the path is bound by the Country park, low-level environmental lighting strategies will be utilised where required tying into the wider country park aesthetics.



6.4.1 Pavement - 2m

Adopted pavements will be utilised throughout the site, creating accessible routes to dwellings. These will generally be directly adjacent to an adopted highway and front onto a dwelling boundary.

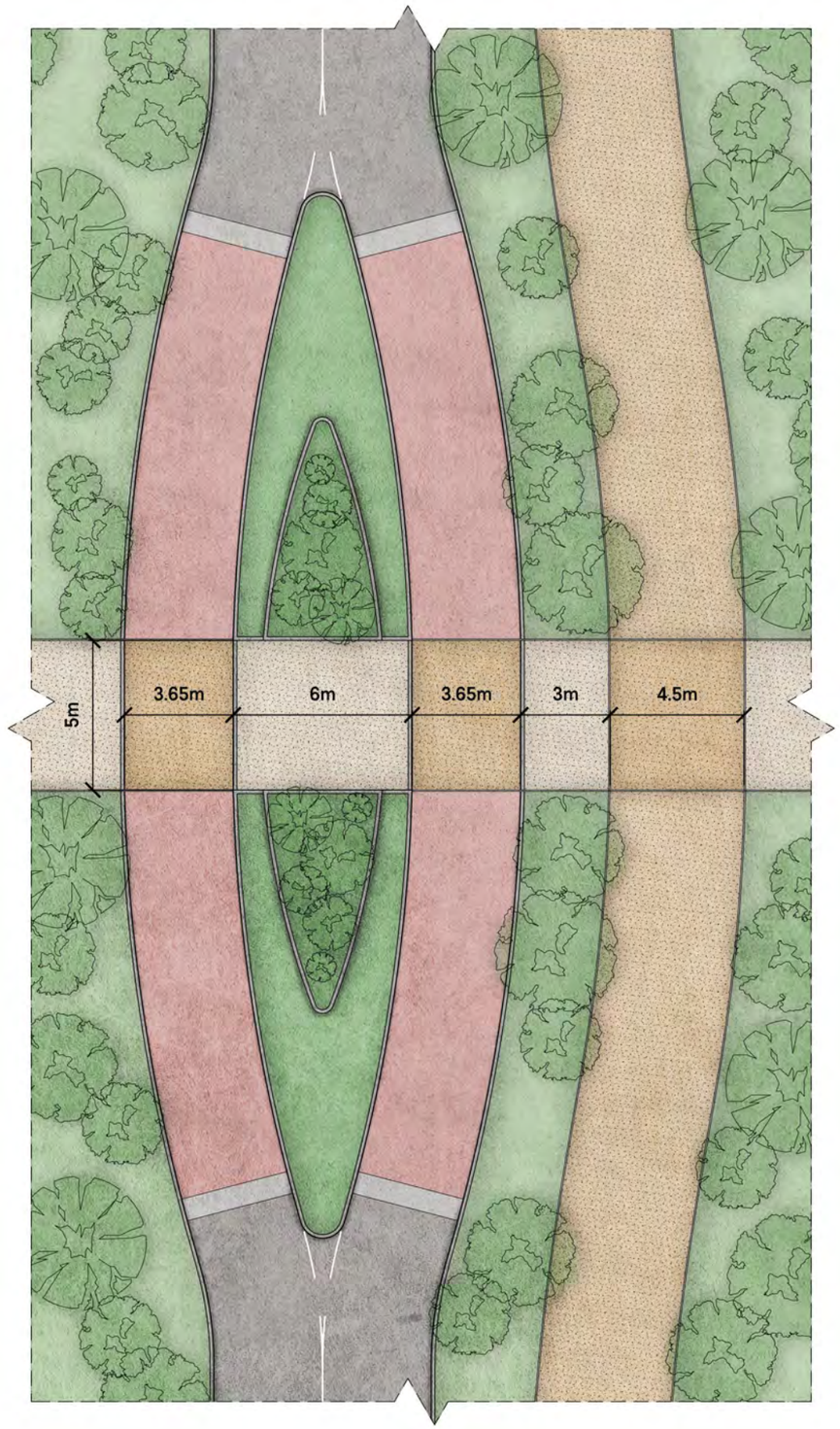
Typical adopted highway lighting will be utilised here to light the carriageway and footpaths simultaneously. Lighting column design will be coherent with the overall masterplan aesthetic, creating high quality public realm that leads into the country park.

Artificial lighting should be carefully integrated throughout the whole scheme in order to minimise impact on wildlife and habitats.

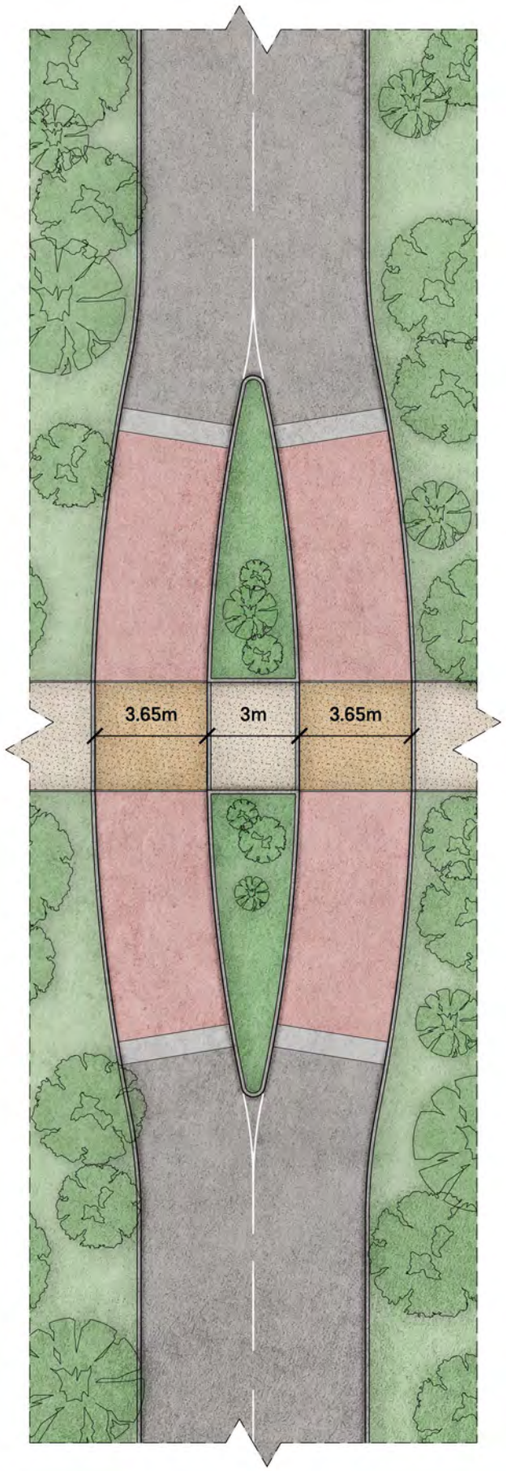
Adopted routes with required lighting will be planned away from strategic wildlife areas.

Low level lighting will be used throughout the country park, with uni-directional lighting onto footpaths to minimise light exposure in habitat zones.

Lighting in general will be resisted where it could profoundly impact areas of significant wildlife.



PRIMARY ROAD - GATEWAY CROSSING POINT



PRIMARY ROAD - TYPICAL CROSSING POINT

6.0 URBAN STRATEGY

6.5 Crossing Points

A series of crossing points have been developed in conjunction with Middlesbrough Council which aim to encourage pedestrian priority movement whilst creating natural traffic calming features at intervals between the paths and road intersections throughout the masterplan.

6.5.1 Primary Road Crossing Points

Strategic crossing points will demark pedestrian level access crossing along the Primary Road. In both these instances the road will be split by a naturalised landscaped planter, will splay zones for pedestrian and vehicular visibility designated by mown grass a minimum of 1m, or a low shrub zones.

Both indicative designs seek to include a rumble strip zone (or textured block paving) before entering a contrasting coloured raised road to encourage slow speeds. The pedestrian access path will be delineated by an alternative coloured crossing material to define the pedestrian priority.

The primary road Gateway crossings will create a larger feature with more mature planting to shield the central crossing point, whilst retaining the visibility splays (Refer to the Landscaping strategy for planting methods). These Gateway features will occur predominantly at the Northern and southern entrances to the site, where a carpark creates a Northern entrance to the Country Park, and to the South where the design opens out to show the Visitor centre gateway to the Country Park.

The typical crossing point will be utilised along the length of the Primary road for any other crossing. This involves a shorter length of road division, whilst retaining an adequate central resting point for cyclists and other pedestrians. Lower level planting will be used throughout the whole of the central reservation to allow for clear visibility of the public.

Further details will be developed with Highway Designers and Transport Engineers prior to adoption.

6.0 URBAN STRATEGY

6.5.2 Secondary Road Crossing Points

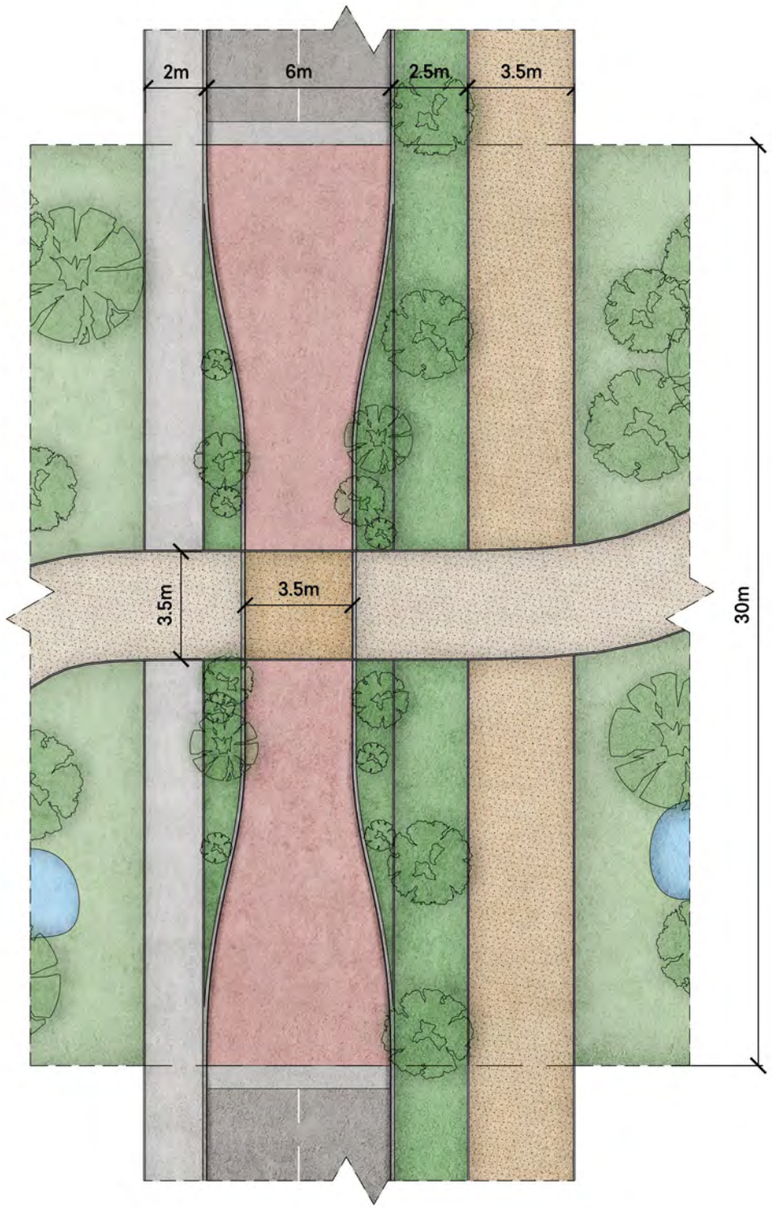
Along the Secondary Roads an alternative strategy will be utilised to enhance the landscaping whilst creating naturalised traffic calming methods. Public crossing visibility will be a priority in all instances, with careful selection of planting to be utilised in each instance, to enhance local character and ecology.

In general on a Secondary Road the carriageway will be narrowed wherever a crossing point occurs, build out in a landscaped planter to encourage slower speeds than the Primary route, and prioritise pedestrian crossings. These zones will also be demarked using a rumble strip (or textured block paving) to enter a raised contrasting coloured road surface. The pedestrian access path will again be delineated by an alternative coloured crossing material to define the pedestrian priority to tie in with the surrounding pathways.

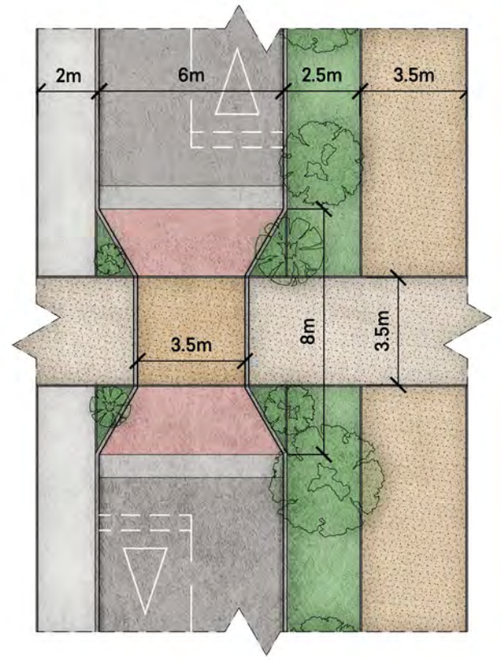
Where a Secondary road crosses a Green corridor, the whole width of the road will be treated in the contrasting material. An organic planter will be utilised across the length to reduce the carriageway width to a single vehicle. The alignment of the single vehicular access can vary in different locations throughout the site, not being limited to central only access depending on the site configuration.

All typical crossings will have a much shorter restricted passage zone whilst still being enhanced by landscaped borders and material applications.

The operator priority system will be developed with Highway Designers and Transport engineers throughout detailed design.



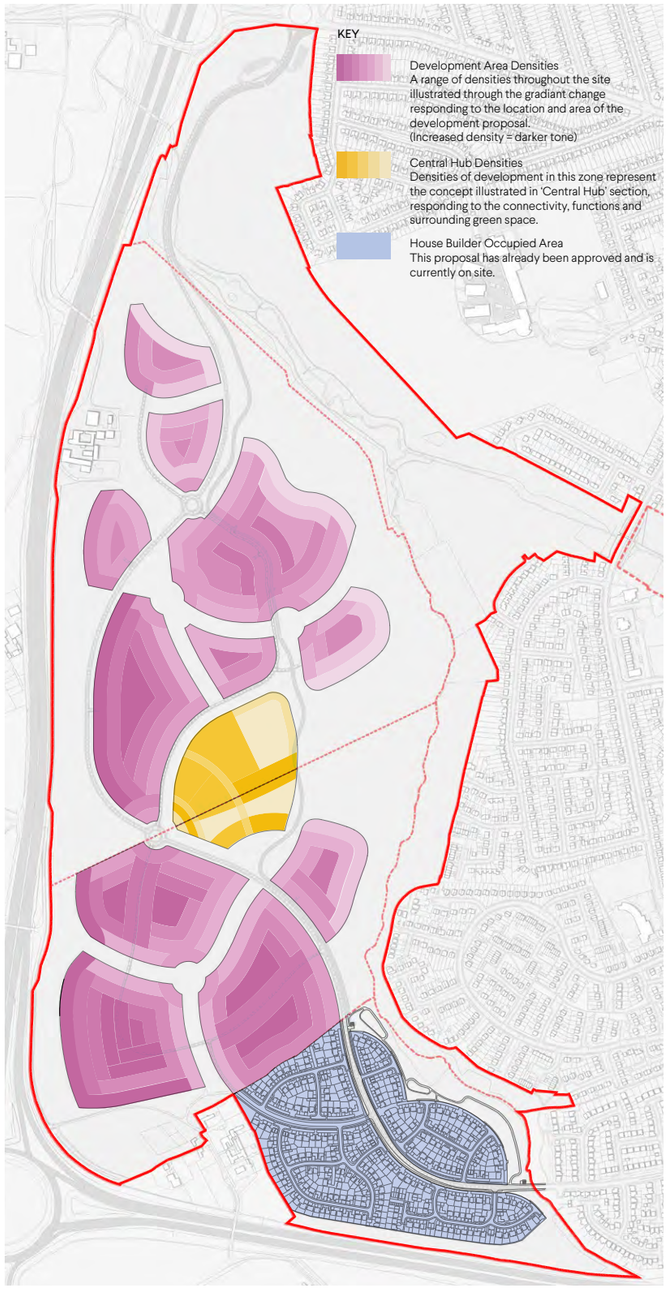
SECONDARY ROAD - LANDSCAPE CORRIDOR CROSSING POINT



SECONDARY ROAD - TYPICAL CROSSING POINT

KEY POLICY

Pedestrian Access & Circulation
Middlesbrough Design Guide SPD: Where possible, the movement of pedestrians, cyclists and public transport should be considered equally, if not above, those of car users. Desire lines are important in the consideration of pedestrian and cycle routes, and where possible routes should be direct, safe and easy.



KEY POLICY

Housing Mix & Layout
H21: Brookfield : The following uses are considered appropriate: i. residential – 1670 dwellings of which a minimum of 1125 to be completed within the Plan period up to 2029; ii. employment (B1 use) 2ha iii. local retail centre – to be provided when need arises, and iv. primary school – to be provided when needs arises.
The Council will require the development to deliver a high quality scheme that: a) creates residential development in neighbourhoods of identifiable character which provide variety and diversity in layout and design; b) provides a mix of dwelling types and sizes, including three and four bedroom detached and semi-detached dwellings;


salford hq: the crescent, annabelle tugby © AOI Studios


Trumpington Meadows © Barratt Homes


Stokoe Avenue, SIXTWOArchitects © Nick Moss Architects


Cottam Hall © HCA

6.0 URBAN STRATEGY

6.6 Housing Mix & Layout

The development as a whole should create a distinct sense of place, with the individual development areas each having it's own unique sense of character from one another. This will help define a strong sense of place and allow for defined wayfinding within the scheme, forming communities that all exist as part of the wider landscape led masterplan hosted in the Country Park.

A variety of design approaches will therefore be required across the site, varying material palettes and applications from area to area in relation to the site features. The mix, style and layout of the houses must create a high quality and spacious development.

The site should accommodate a range of home types and size. This could include, low rise apartments, bungalows, short terraces of houses, semi detached and detached homes.

The appropriate density of development will vary across the site. Higher densities will be more appropriate to the West and South of the development with lower density towards the Eastern edge bordering the Green space and Northern areas of the site. Refer to the adjacent diagram.

Building layouts will vary depending on where it is located on the site and character of that area. There are however some principles that will be relevant to housing across the whole site. Streets must have either; house frontages on both sides or for single sided streets house frontages facing green space. At the corner of street junctions a specific corner-turning house type must be used which has windows facing both streets.

Distances between dwellings must uphold local guidance, however reduced distances may be accepted if it creates a better urban design and placemaking strategy. Reduced distances may be acceptable where dwellings create pinch points or focal points, by offsetting window positions within the dwelling types.

Refer to Section 7.0 Urban Strategy Studies which demonstrate a range of development principles across the site.

6.7 Parking

Considerate parking design is essential throughout the development to minimise the impact of vehicles on the landscaped masterplan and urban design principles.

Residential parking arrangements should be varied across the site for diversity and to formulate sense of place and areas of individual character. Where possible vehicular access areas should be less clearly defined to encourage low speed driving and promote connection to the landscape amenity.

All properties must be provided with parking in accordance with the Tees Valley Design Guide & Specification. In addition to these guidelines the following rules apply:
- Regardless of size all houses must have a minimum of 2 designated parking spaces.
- Garages cannot be counted as a parking space.
- Integrated covered parking and open garages can be included within the parking provision.

There are different parking conditions that will be considered acceptable in different areas of the masterplan:

No parking will be permitted on or directly accessed from the Primary Road.

Parallel parking may be provided for visitor use only, integrated within a 2.4metre landscape buffer provided not more frequently than every third dwelling for single spaces and every nine dwellings for up to three spaces together. This may occur in Secondary and Tertiary Road locations. In Home Zones and private drives visitor parking can be informally suggested by positioning of landscape and a change in surface material but engineered to prevent indiscriminate parking. This can be achieved by ensuring that such parking is impossible unless it would prevent free traffic flow and / or vehicular access to house plots and private parking bays / areas. One visitor space per four dwellings to be provided.

Frontage parking may occur only to one side of secondary or tertiary roads, where plots have sufficient depth (8m minimum from curtilage edge to front of dwelling) to enable integration of landscape, this also includes a 1m planting zone in front of the dwelling. No frontage parking should occur on any dwellings facing a Primary Road or Green edge.

Side Parking in between dwellings is to be encouraged. Lower density areas, park edges and opposite streets with frontage parking on one side are suitable locations. Garages should be sufficiently recessed from the building line for vehicles to be concealed by the building.

In all cases the width of the driveway at the point where it meets the footpath or road cannot be greater than 75% of this property boundary. Where smaller dwellings with narrower frontage require two parking spaces, one space should be provided in-curtilage and the second one elsewhere in clusters of no greater than four spaces within landscape setting.

Parking courts should only apply in locations where front in-curtilage parking cannot be achieved and they aid in the achievement of good design. Where hard edges are necessary in relation to roundabouts and addressing Primary Roads, all effort should be made to make provision to the rear of dwellings within the dwelling curtilage.

Where this is not possible, parking spaces should be provided in courts serving no more than ten dwelling with no more than four consecutive spaces without a landscape buffer.

Parking courts must always be designed to have active residential frontage on a minimum of one side. A court should be a space with parking contained rather than a car park.

Driveways should be constructed from a material that contrasts in type or colour from the adjoining road and pavement to clearly delineate between public and private space.

Electric vehicle charging points will be encouraged throughout the site as a whole, with provision integrated into public carparks and proposed dwellings alike to contribute towards a greener future and infrastructure in line with Middlesbrough Councils commitments.

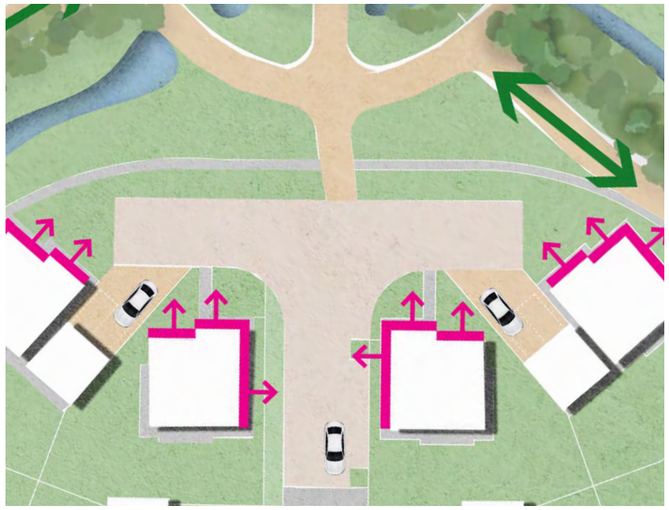
6.8 Garages

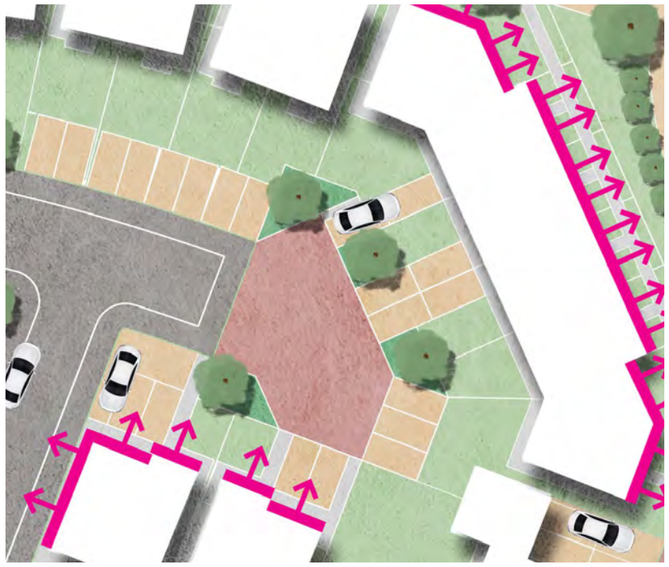
The adjacent page displays a matrix of acceptable garage types throughout the development. The varying types of garage and locations seek to propose a balanced mix of hierarchical approaches based on road type adjacencies throughout the site.

KEY POLICY

<u>Parking</u>
Middlesbrough Design Guide SPD: .17 Parking provision and its design should be integrated into housing layouts and not all placed together in a single bank.

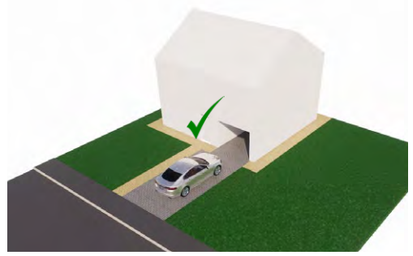
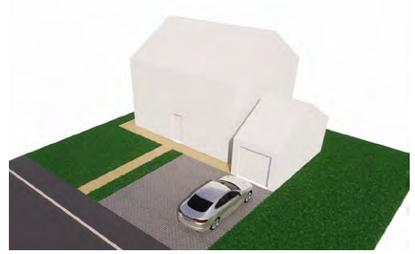
Middlesbrough Design Guide SPD:
Where cars are parked in traditional rear courtyards or squares they should be small ideally not exceeding 10 no. spaces, avoid a sterile appearance, and be easily supervised from adjacent housing, street or courtyard.





Son en Breugel, Son © Sonse Hout

	 Detached Double Garage located to the side of the property	 Detached Single Garage located to the rear of the dwelling.	 Detached double garage at the rear of the back garden.	 Integral Single Garage set back min 1m from front elevation.
Primary Road	✳	✳	✳	✳
Secondary Road	✓	✓	✓	✳
Tertiary Road	✓	✓	✓	✓
Homezone	✓	✓	✓	✓

	 Integral Single Garage located within the front elevation of the house.	 Carport condition located within the front elevation of the dwelling.	 Integral garage set forward of the main elevation of the house.	 Detached garage located forward of the front elevation of the dwelling.
Primary Road	✗	✗		
Secondary Road	✗	✗		
Tertiary Road	✓	✓		
Homezone	✓	✓		

Key	
✓	Acceptable Garage Condition
✗	Unacceptable Garage Condition
■	Garage Condition not to be used in any instance
✳	Condition not to be accessed by Primary Rd however can front onto a Primary Rd
⊡	8m frontage between driveway house and dwelling - 1m landscaping buffer between driveway and dwelling

6.0 URBAN STRATEGY

6.10 Boundary Treatments

The application of boundary treatments are essential to the successful implementation of the masterplan. Choosing the appropriate type of boundary treatment will ultimately define community and character throughout the site. The application will define orientation, accessibility, permeability and connection within the development areas.

The following treatment examples, whilst only indicative of the possible treatments, begin to define the approach in specific circumstances.

NOTE: These boundary treatments may not feature as shown in the final development. Designs will be determined through the detailed planning application stage and in discussions between the developer and planning authority.

6.10.1 Dwelling - Rear Garden Boundaries

Boundaries to the rear of dwellings should seek to create a private garden environment for the residents, defining the boundaries using higher fence designs. Trellis' may be integrated into these full height walls in order to encourage community between adjacent neighbours only whilst retaining levels of privacy. Materials applications will vary depending on plot adjacencies:

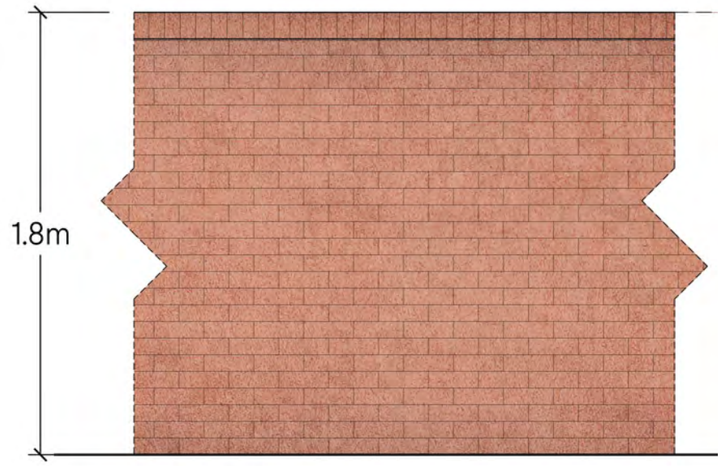
Brick Wall Full height
Used between dwellings and a road/drive where there is alternative property surveillance onto space.

Brick Wall with Wooden Trellis for visibility
Used between dwellings and a road/drive edge where there is limited alternative overlooking to increase safety and surveillance.

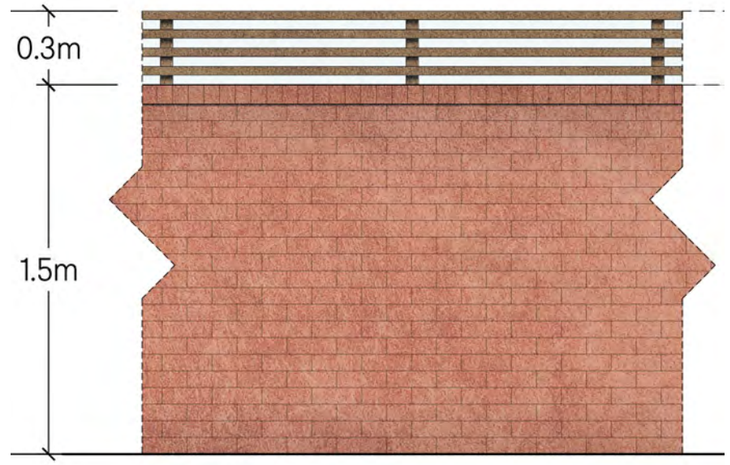
Close Boarded Fence
Used for privacy between back gardens

6.10.2 Private Drive Gateposts

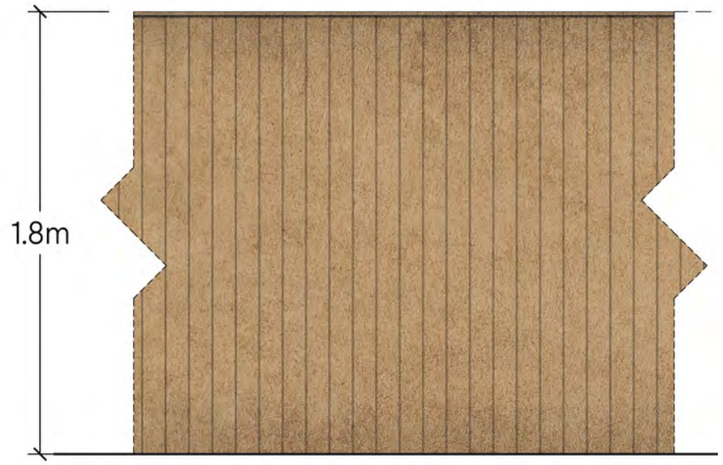
Solid posts should be created to demark the entrance to a private drive at each instance integrating in the placement of drive names. This seeks to encourage community within the cluster and privacy from the wider area as creates distinct neighbourhood threshold change from adopted highways to private. Brick in varying colours could be used to heighten the local character, and visually permeable fences should be used either side to enhance connection and discourage exclusivity.



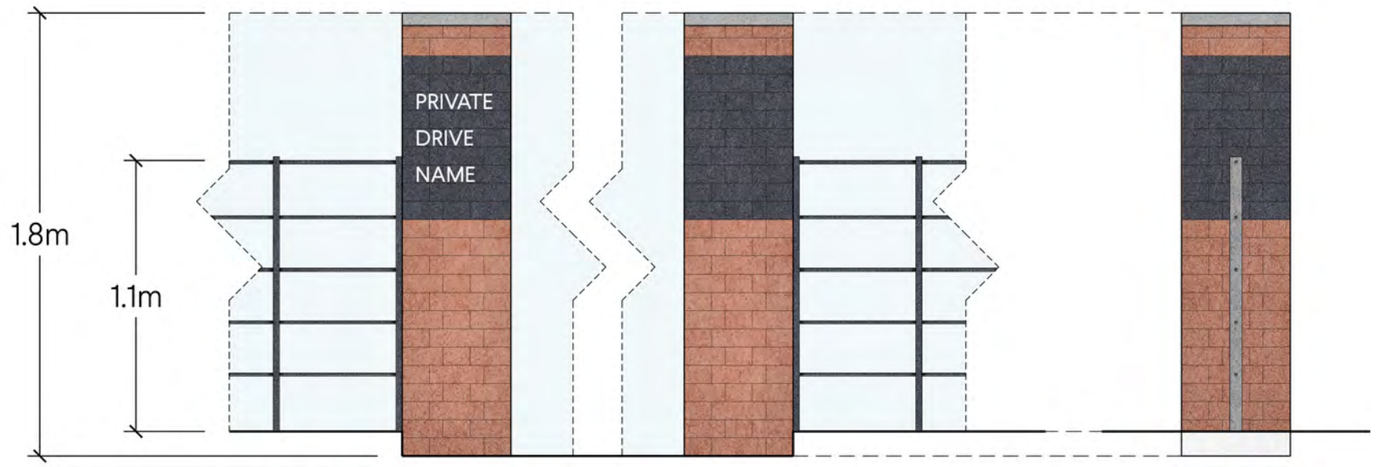
ELEVATION
BRICK WALL - FULL HEIGHT



ELEVATION
BRICK WALL - WITH TRELLIS



ELEVATION
CLOSE BOARD FENCE

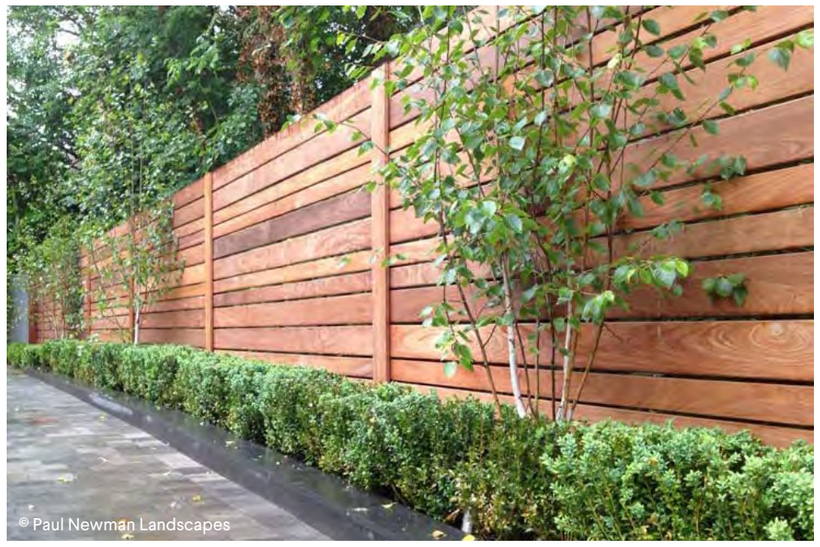


ELEVATION SECTION
PRIVATE DRIVE GATEPOSTS


House in San Marino Funes Hills, Mariel Suárez © Ramiro Sosa


©BlueStone Supply LLC


John Pardey Architects, Eveline Lowe School © James Morris


© Paul Newman Landscapes

Coastal 2Ways © Zephyr and Stone

6.0 URBAN STRATEGY

6.10 Boundary Treatments continued.

6.10.3 Feature Walls (Indicative)

The use of 'feature walls' throughout the development seek to activate spaces where any garden faces onto a green corridor, road or path cutting through the development zones, and will be required to be integrated throughout the design of the development.

The adjacent precedents show a limited number of potential design and material solutions that could be implemented throughout the site to enhance the urban environment. These designs may integrate opportunities for passive observation/overlooking to enhance the safety of residents throughout the site. Final designs will be a matter for the planning application stage and will be a matter for discussion between the planning authority and developer.

The materials will vary to match the adjacent proposed dwellings to enhance character areas.

6.0 URBAN STRATEGY

6.10 Boundary Treatments continued.

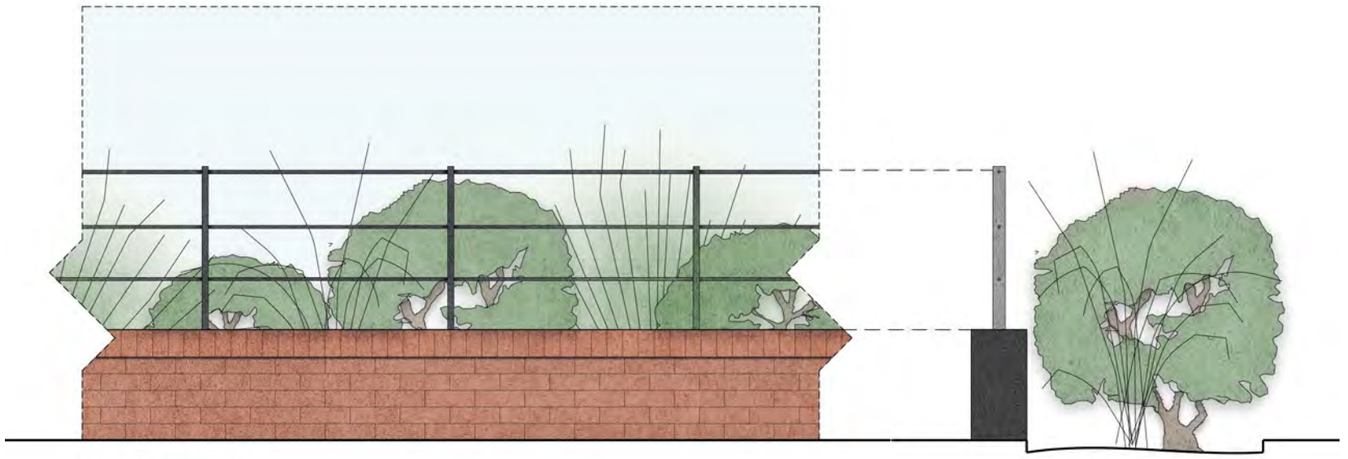
6.10.4 Dwelling - Front Garden Boundaries

Boundaries to the front of dwellings should seek to frame the boundaries of the property with low fence/ shrubs strategies to encourage community inclusion and connect, creating visible arrival sequences. A variety of approaches could be implemented here depending on hierarchy of paths and roads adjacent, in order to protect gardens close to main thoroughfares and open out landscape lead strategies where green edge conditions occur.

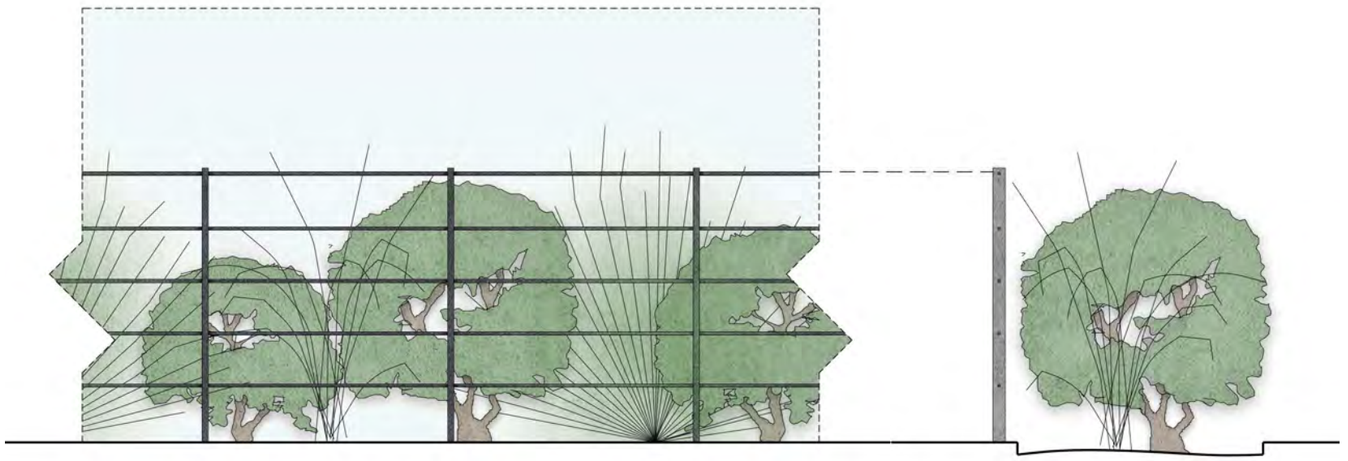
Low Brick Wall with estate rail
Used were there is a short frontage to the path/road edge and side parking to the property, to create a distinct and modern division from public to private land.

Estate rails and planting
Used where there is a long front garden with front parking to create a lighter touch on the pavement zone, to allow more visibility to green space within the site.

Low hedgerows and shrubs
Used in Private drives and shared surface environments to create a more permeable and open solution whilst still distinguishing the private space. More likely to be well maintained in private settings and creates more community cohesion.



LOW BRICK WALL WITH ESTATE RAIL



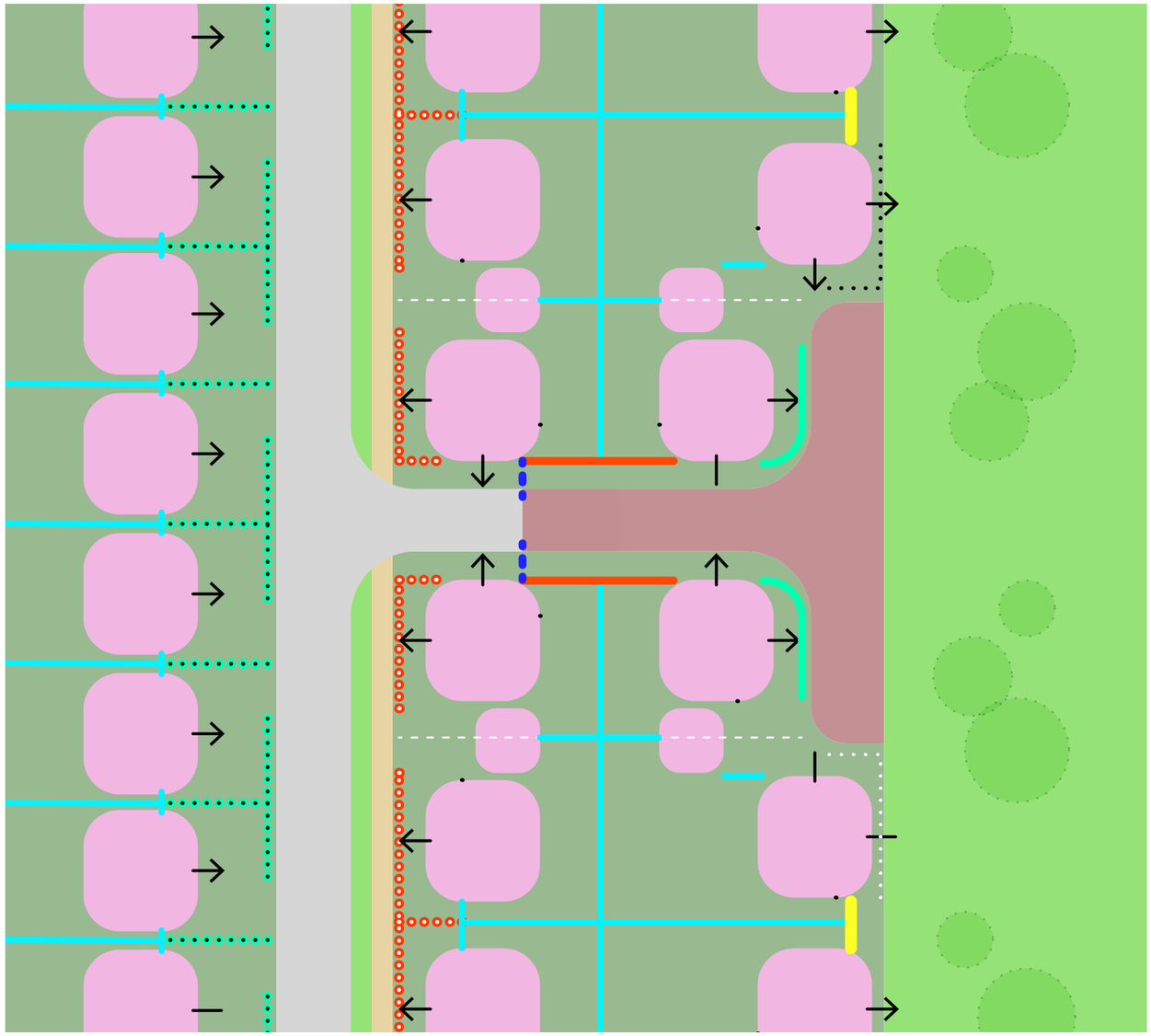
ESTATE RAILS AND PLANTING

LOW HEDGEROWS AND SHRUBS

6.0 URBAN STRATEGY

6.11 Boundary Treatment Indicative Study

The adjacent diagram is an indicative example of the application of the discussed Boundary Treatment principles. This begins to highlight some of the adjacencies created through the designated principles, creating a high-quality public realm with integrated surveillance.



KEY

- BRICK WALL
- TIMBER FENCE
- PRIVATE DRIVE GATEPOST
- FEATURE WALL
- LOW BRICK WALL WITH RAILING
- RAILING AND PLANTING
- LOW PLANTING

7.0
URBAN STRATEGY STUDIES

7.1 Roads

7.0 URBAN STRATEGY STUDIES

7.1 **Roads** (Circulation and Access)

A series of studies have been undertaken to give indicative examples for application of the varying road hierarchies in relation to defining the development. The extent of possible applications haven't been exhausted but begin to set a standard of guidance that is acceptable for developments. Further options can be developed in conjunction with this guidance and reviewed by Middlesbrough Council.

These studies look at each of the Road hierarchies and how they begin to interact with dwellings.

7.1.1 Primary Road Condition 1
- Building/road/green edge.

7.1.2 Primary Road Condition 2
- Building/road/building.

7.1.3 Secondary Road Condition 1
- Building/road/building.

7.1.4 Secondary Road Condition 2
- Building/road/green edge.

7.1.5 Tertiary Road - Branch Roads.

7.16 Home Zone - Shared surface & Gateway.

KEY

- Primary Road - Facing Development Area
  Where a Primary Road is directly adjacent to a Built edge to one side.
- Primary Road - Facing Green Space
  Where a Primary Road is directly adjacent to a Green edge to one side.
- Primary Road - Potential Expansion Position
  An extension to the proposed road may be required to serve the site as a whole, accessing the site from it's Northern boundary. This is subject to area Traffic assessments and consultation with Highways.
- Secondary Road - Facing Development Area
  Where a Seconary Road is directly adjacent to a Built edge to one side.
- Secondary Road - Facing Green Space
  Where a Seconary Road is directly adjacent to a Green edge to one side.
- Entrance Road to Development Areas
  These access roads are predominantly from Secondary roads although there are a few instances on the Primary Road where they apply
- Building Frontages
  Dotted Lines show the Building Frontages Direction. Building Frontages facing towards the external condition of each development area creating active developments.
- Development Edge - to Road
  Development edge borders a Road in these locations.

KEY POLICY

<u>Roads</u>

Middlesbrough Design Guide SPD: 4.6 Vehicles should not necessarily always have priority on roads, especially within residential areas, and safe passage should be provided for all users. The aim should be to achieve a harmonious mix of user types. 4.7 One way of harmonising user types is to incorporate shared surfaces. In a street with a shared surface, the kerb is absent and pedestrians and vehicles share the same surface. Shared surfaces can:- a) encourage low vehicle speeds; b) create an environment in which pedestrians can walk without feeling intimidated by traffic; c) make it easier for people to move around; and, d) promote social interaction.

7.0 URBAN STRATEGY STUDIES

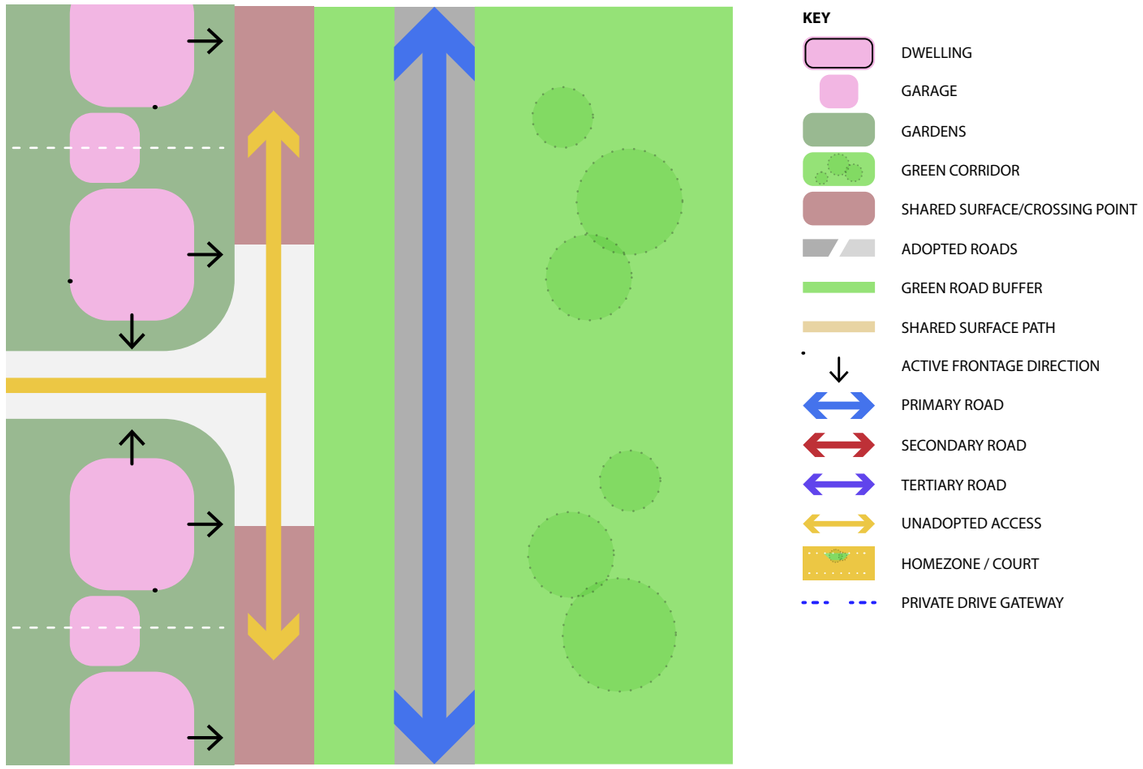
7.1.1 Primary Road Condition 1

Building / Road / Green Edge

Where building frontages face on to a Primary Road, there should always be a private access road or shared surface access set back from the Primary road behind a min 6m landscaping zone. This landscaping buffer will create separation so no dwellings can be access directly from any Primary Road. No front of house parking is permitted in these areas, all parking should be in-curtilage.

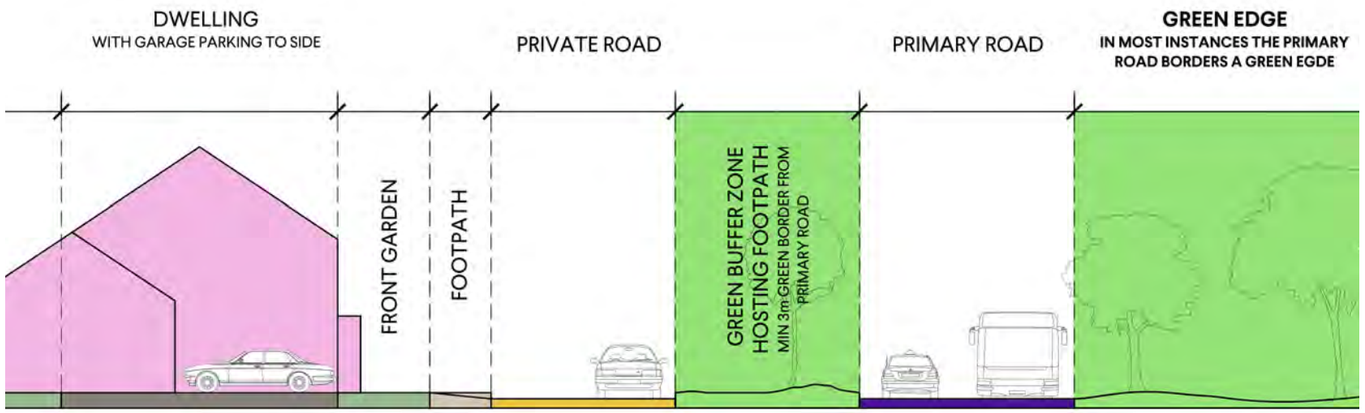
These access points to the dwellings will come from the centre of the development areas, always creating an active frontage. The landscaping buffer will host footpaths that connect the wider site together.

All access areas should be overlooked by the adjacent houses at corners to ensure pedestrian safety.




Sacriston, County Durham © Squires Barnett Architects


TRUMPINGTON MEADOWS © Allies and Morrison



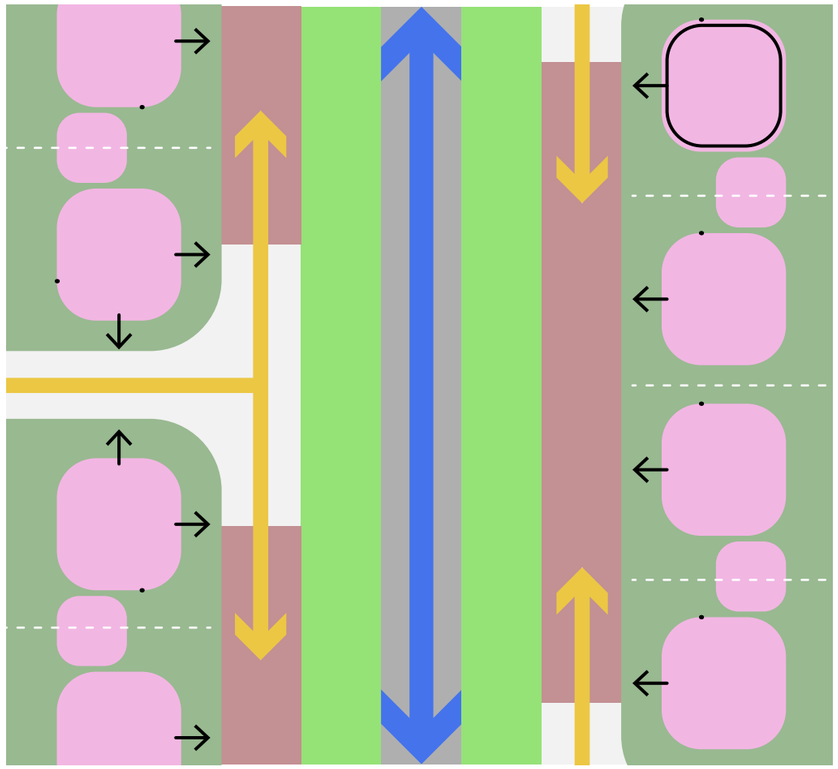
7.0 URBAN STRATEGY STUDIES

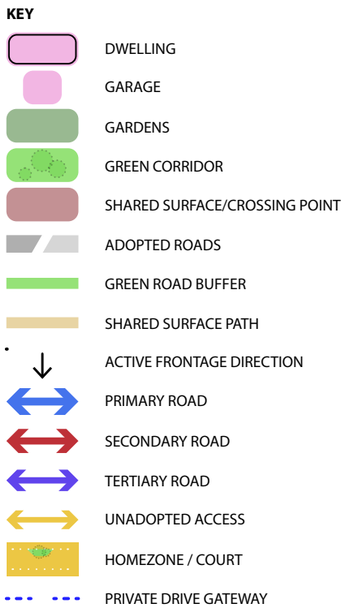
7.1.2 Primary Road Condition 2

Building / Road / Building

In limited areas of the site the Primary road will be fronted by a development area from both sides. As with Primary Road Condition 1 active frontages and corner turner dwellings at the access points to these set back roads are essential. The landscaping zones in these areas are vitally important at screening the local areas from the Primary route through the site.

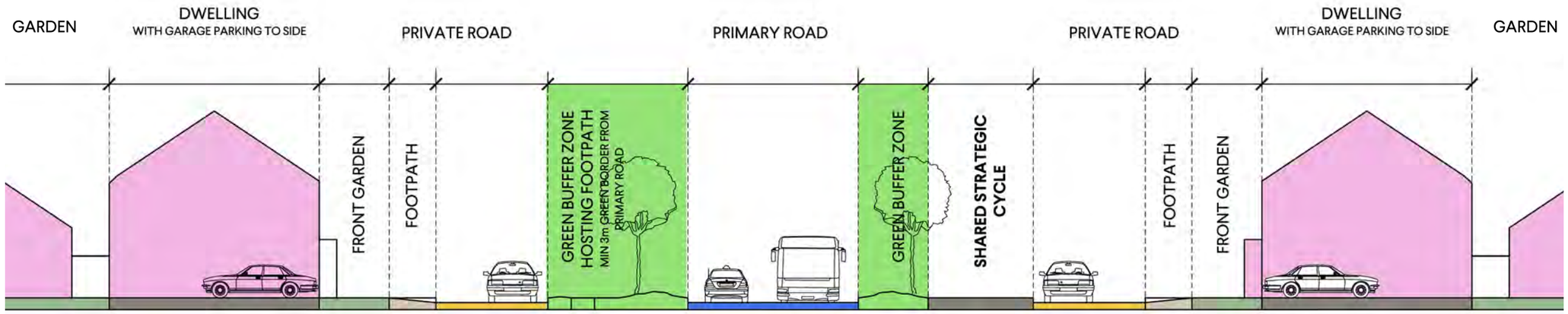
Crossing points between these areas will break the flow of traffic and create connection between the development areas.






LIFSCHUTZ DAVIDSON SANDILANDS, KIDBROOKE VILLAGE PHASE 1
© MATT CLAYTON


Cottam Hall © HCA



7.0 URBAN STRATEGY STUDIES

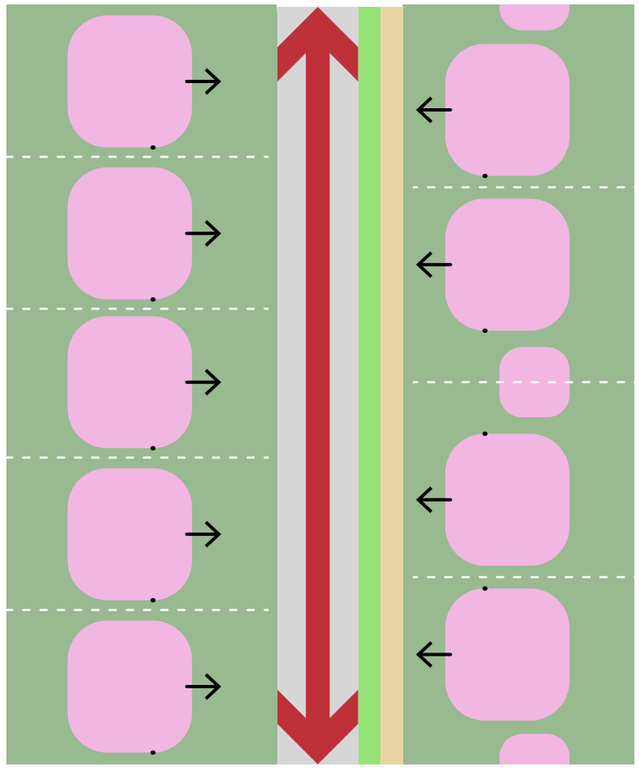
7.1.3 Secondary Road Condition 1

Building / Road / Building

The Secondary roads become the first point of accessing dwellings directly from the road. The build up is incredibly important here to create a welcoming and attractive neighbourhood, slowing the traffic but still providing for through routes and bus access.

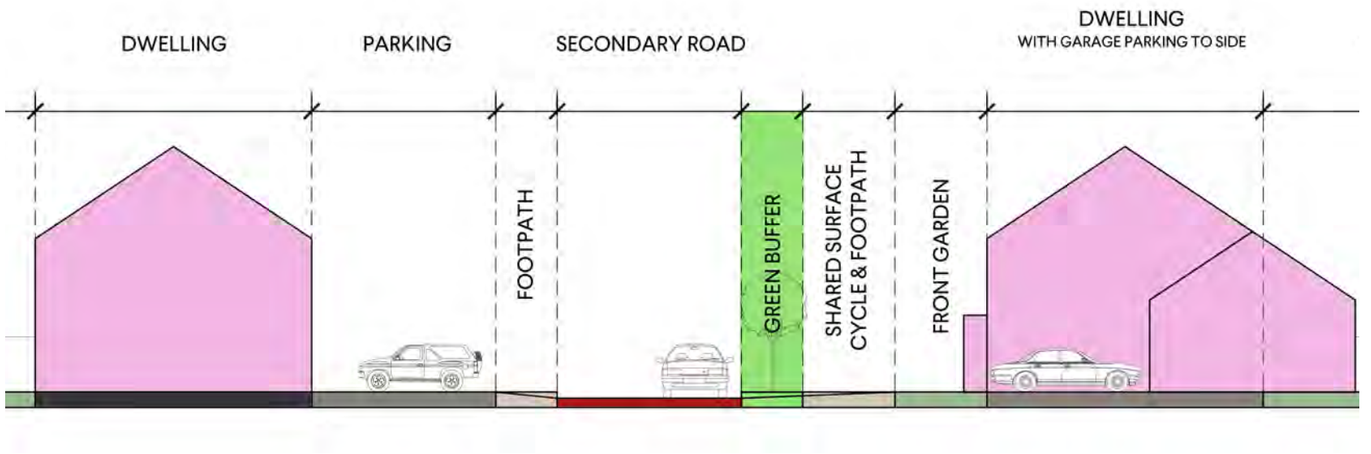
Only one side of these roads are permitted to have parking in front of the dwelling. Where this occurs there is required an 8m offset from the edge of the pavement to the front of the dwelling including a min 1m planting zone in front of the dwelling.

To the other side in-curtilage parking must occur, setting the building face closer to the road adjacent to the multi use path and landscaping strip. The landscaping strip at 2.4m will host the visitor parking bays. Rigid planting in these areas will always lead the public back to the country park and green corridor crossing points.




Beechwood, Basildon © Pollard Thomas Edwards


Stokoe Avenue, SIXTWOArchitects © Nick Moss Architects



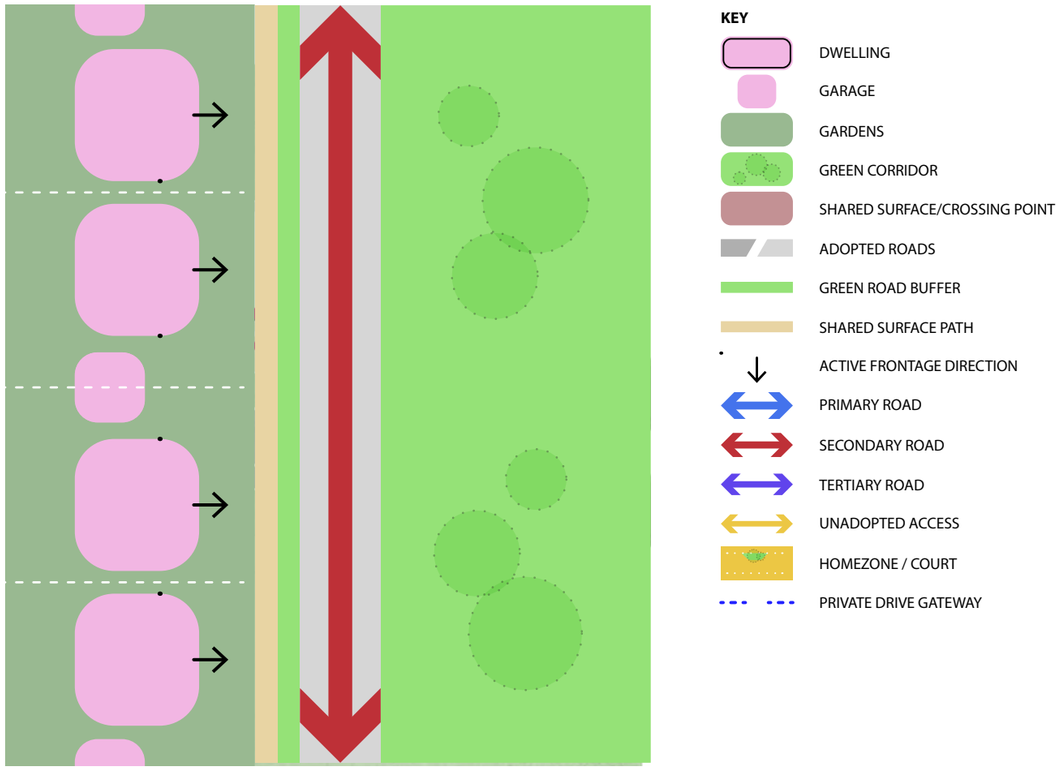
7.0 URBAN STRATEGY STUDIES

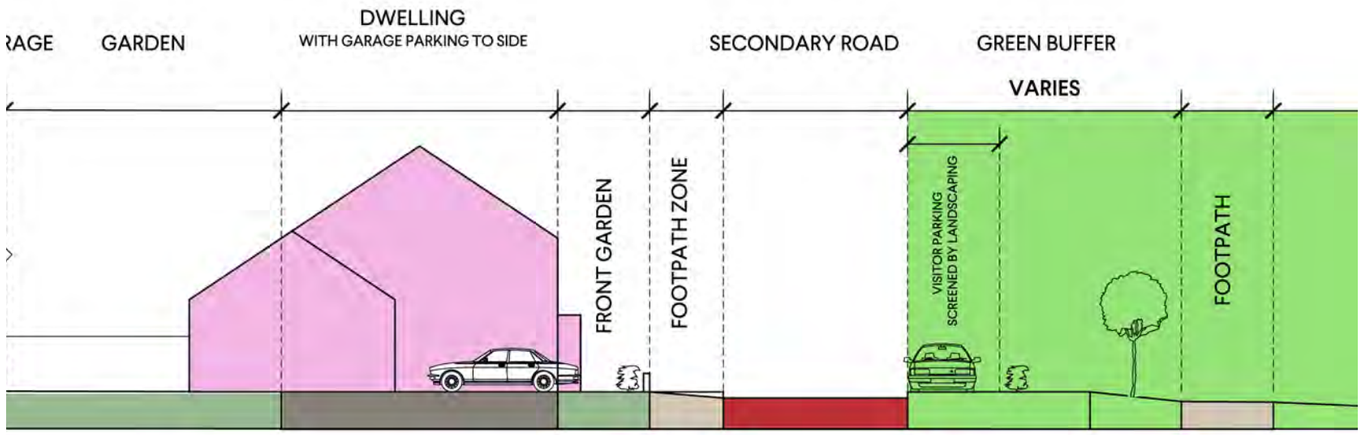
7.1.4 Secondary Road Condition 2

Building / Road / Green Edge

Where a Secondary Road has a built edge on one side and a green edge to the other, the landscape zone, multi use footpath and in-curtilage parking should be retained to create a dwelling presence in a landscape setting that isn't flooded by vehicles.

The Green spaces should always be overlooked by active frontages.






Kazerneterrein Ede, KOW-Studio Komma-RRog © Studio Komma


CP2A, Newhall, BPTW © Countryside / arqui9

7.0 URBAN STRATEGY STUDIES

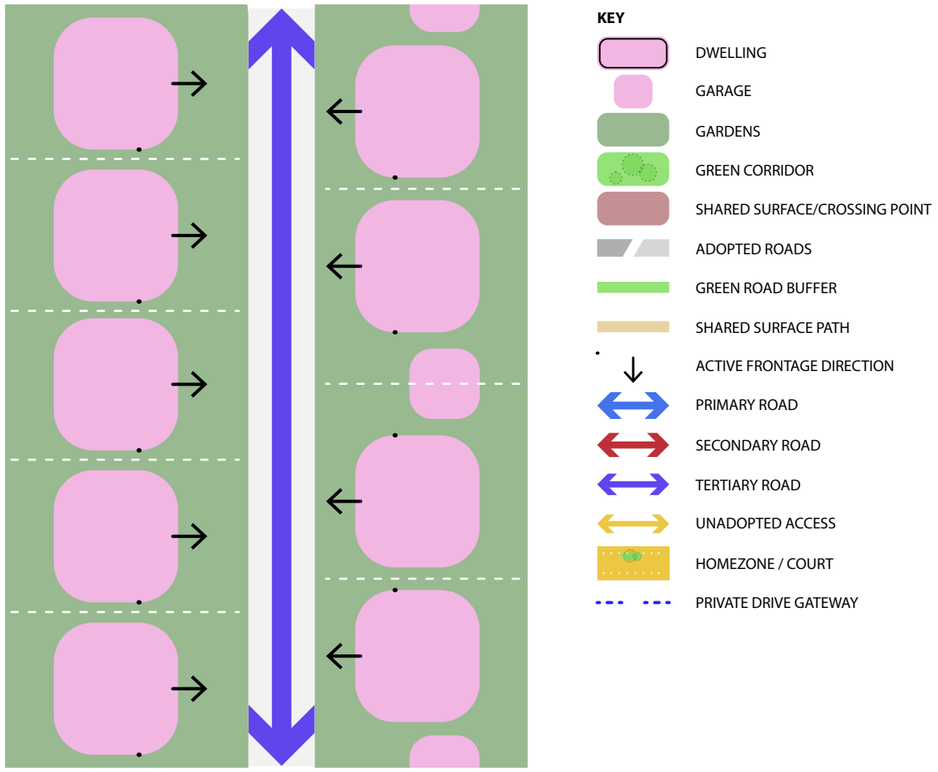
7.1.5 Tertiary Road Condition

Building / Road / Building

The Tertiary Road condition much like a Secondary Road should always seek to have one side with in-curtilage parking and the other with front parking. The 8m offsets should still be applied to front parking if possible.

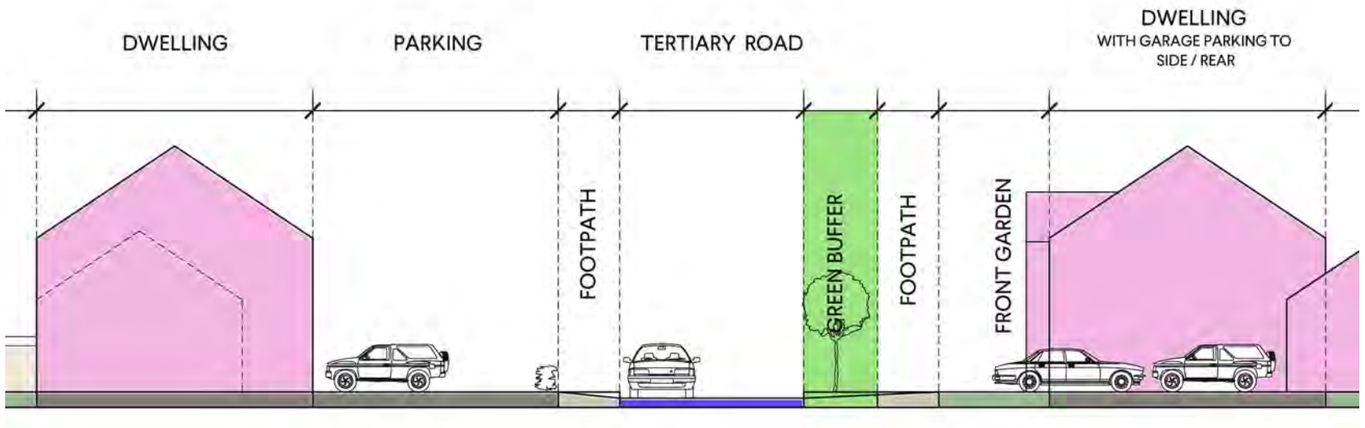
No multi use path is required in these areas and a slower traffic limit is enforced with a smaller carriage width, however pavements will still be required on both sides of the road. The landscape zone to host visitor parking is still utilised to create a naturalised street scene.

Higher densities of houses are expected along these streets.




Abode, Great-Kneighton, Cambridge © Proctor and Matthews


Stokoe Avenue, SIXTWOArchitects © Nick Moss Architects



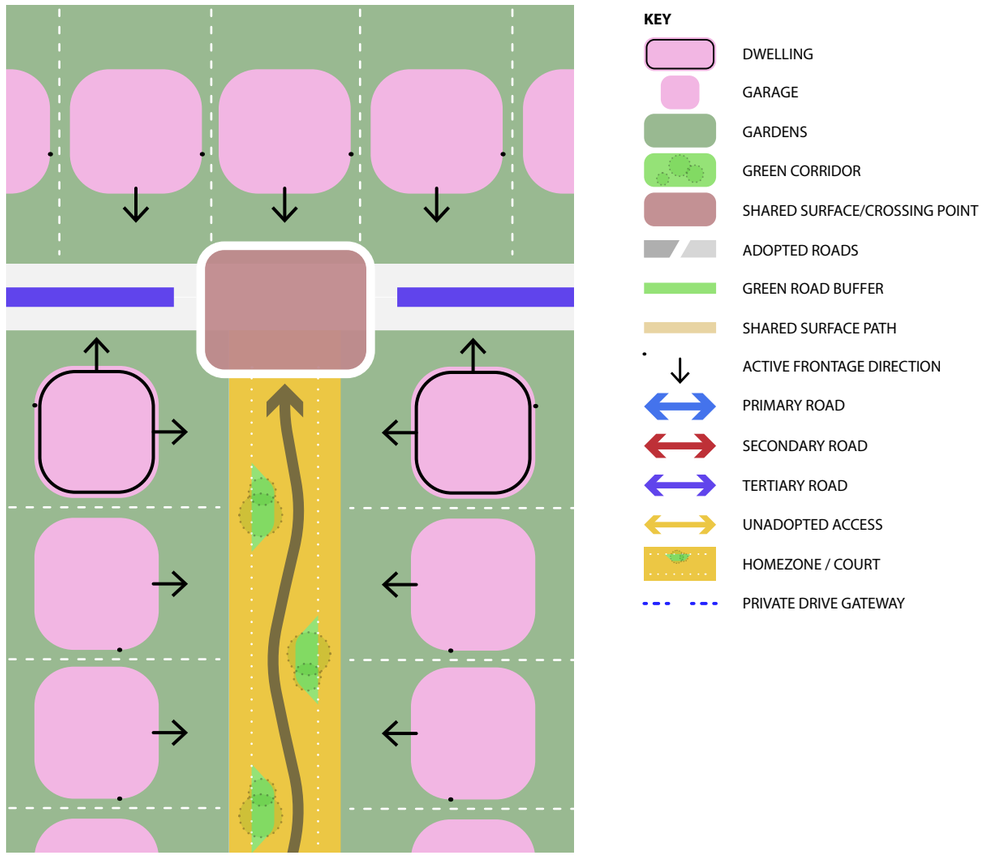
7.1.6 Home Zone Condition

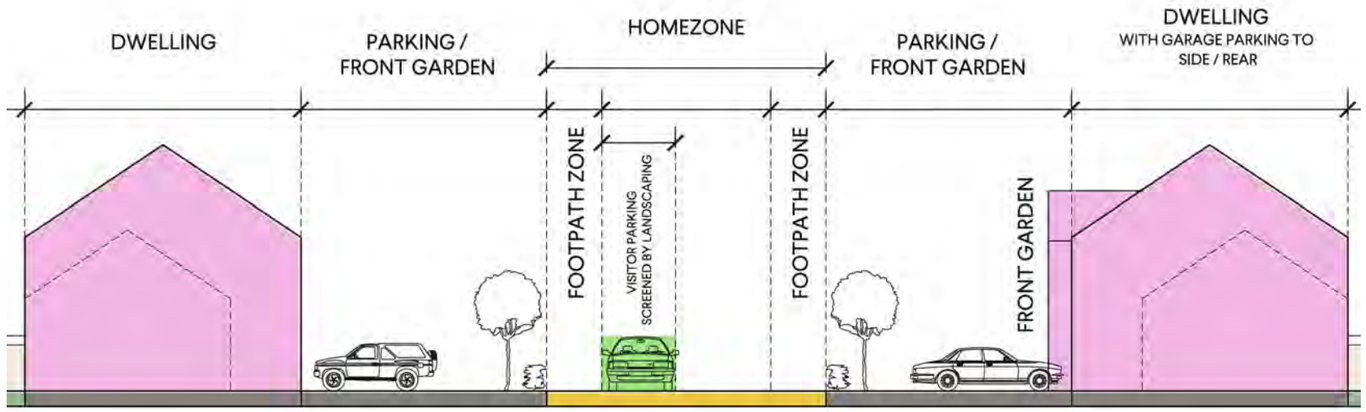
Shared Surface

Home Zones will create a balanced selection of house types overlooking a shared surface area without dominance of vehicular access. Active frontages are required overlooking the space, but variety of house design is encouraged.

Overlooking and corner turner house types are required at the raised access entry points to the home zones to create a gateway feature to demark the change of activity.

Car parking can be in front or the side of properties and alternative parking methods can be utilised here. Visitor parking will be contained within a landscaping buffer within the body of the roads to slow and filter traffic, prioritising the pedestrian.



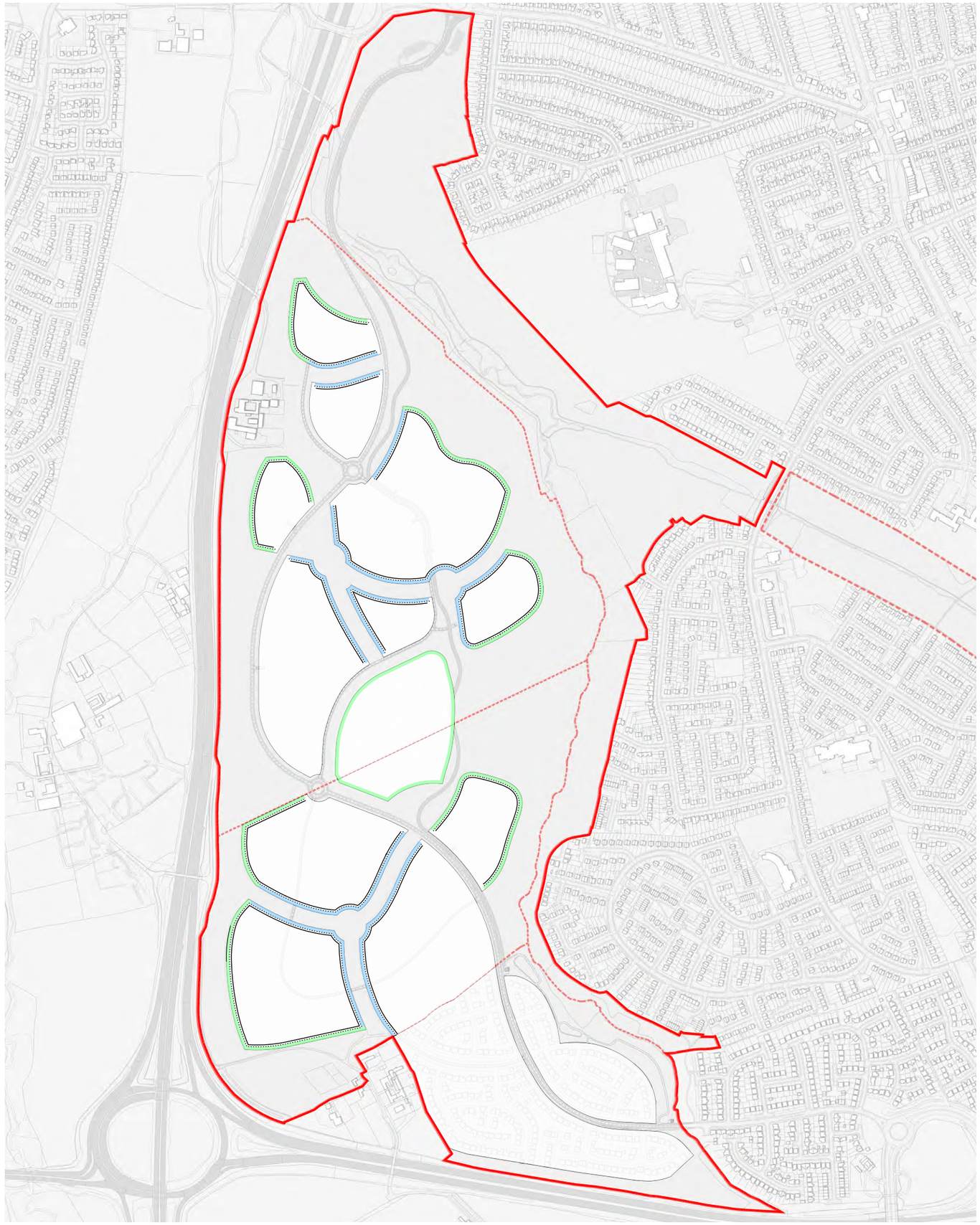



Derwenthorpe Phase 1, Studio Partington © Tim Crocker


Abode, Great Kneighton, Cambridge © Proctor and Matthews

7.0
URBAN STRATEGY STUDIES

7.2 Edge Conditions



7.0 URBAN STRATEGY STUDIES

7.2 Edge Conditions

Landscape Corridor and Green Park Edge Principles

Well-designed edge conditions are paramount to the success of the masterplan. Dwellings should be positioned to interact with parkland and provide an enriched amenity for the residents as well as to passively police the masterplan for security and encourage ownership of the public realm.

Park edges should be appropriately permeable in parallel with the landscape strategy and avoid vehicular domination. Areas of the north and north east edge may be treated in a variety of ways in order to limit the presence of vehicles on the park setting. Park edges are to be addressed with residential frontages and animated gables / secondary frontages. Stretches of rear fence conditions for any more than two consecutive dwellings is not acceptable.

There are a few conditions which are considered appropriate to provide the necessary vehicular servicing and accommodation whilst promoting the green edge conditions:

7.2.1 Private Drive Frontage
7.2.2 Turning Head Serving Private Drives
7.2.3 Pedestrian Frontage
7.2.4 Pedestrian Corner Condition
7.2.6 Green Corridor Condition

The urban strategy studies in this section contain the key design principles that will be expected to be accommodated in the final design solution. The plans and cross sections are included for illustrative purposes and provide one potential solution. It is recognised that these may not be the actual solution settled upon.

KEY

Building Frontages
Dotted Lines show the Building Frontages Direction. Building Frontages facing towards the external condition of each development area creating active developments.

Development Edge - to Green/SuDs Corridor
Development edge borders a Green/SuDs corridor in these locations.

Development Edge - Adjacent to Green Space
Development edge borders a Green space to the edge of the development areas in these locations.

7.0 URBAN STRATEGY STUDIES

7.2.1 Landscape Edge Condition 1

Private Drive Frontage

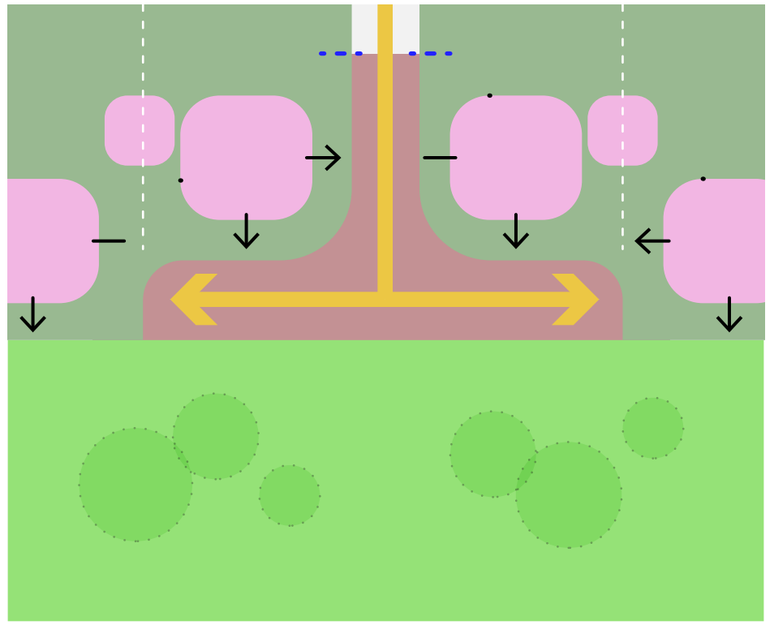
Where the development zones front onto Green Open Space, utilising private drives could be an option. Accessed from a secondary of tertiary road, these private zones could give access to a limited number of dwellings, to be discussed with the planning authority, in order to soften the impact of vehicle access on the park setting.

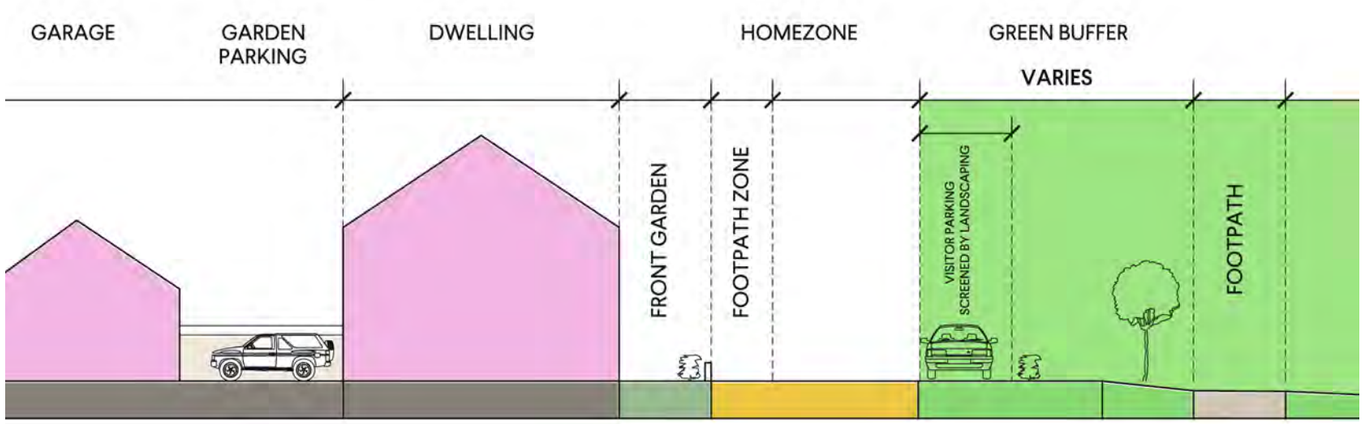
Parking is to be provided to the side of dwellings behind the building line. Areas of visitor parking to be provided but screened by landscaping.

Physical barriers to the landscaped edge are to be excluded with the exception of structured planting to conceal visitor parking.

Horsted Park, Proctor and Matthews, Countryside © Kent Design

The Avenue, Pollard Thomas Edwards © Tim Crocker





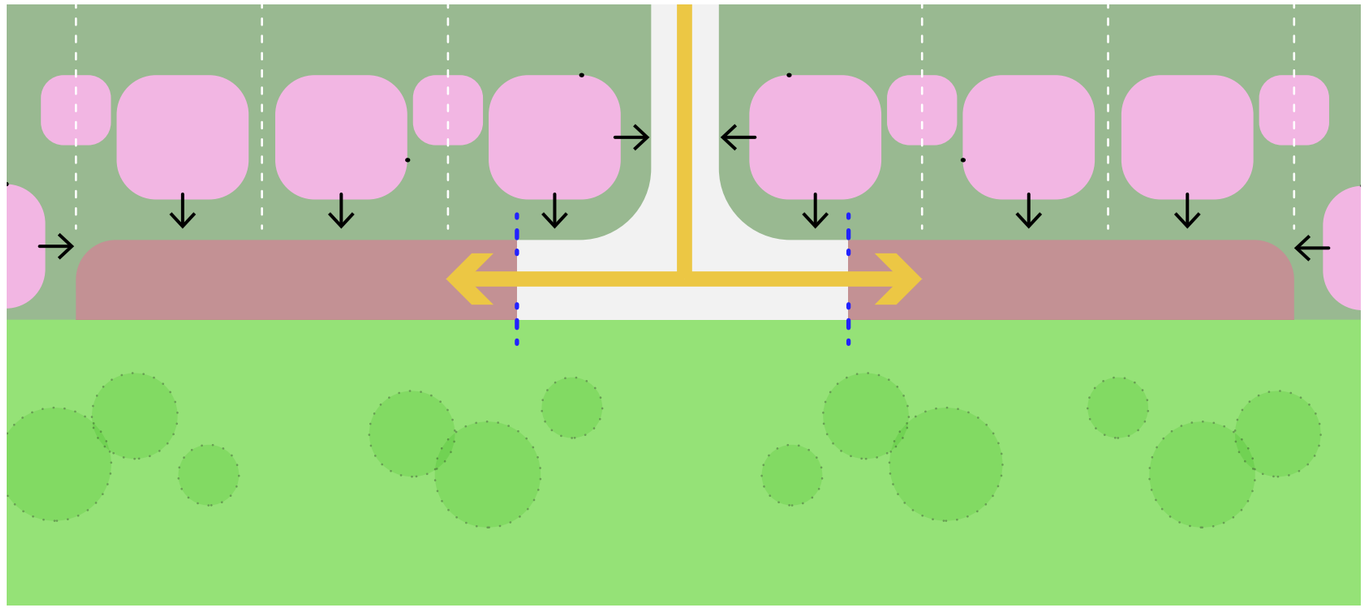
7.2.2 Landscape Edge Condition 2

Turning Head Serving Private Drives

An alternative option is to access a pair of private drives from a secondary road or tertiary road giving access to up to double the amount of dwellings between the 2 private drives, in order to soften the impact of vehicle access on the park setting.

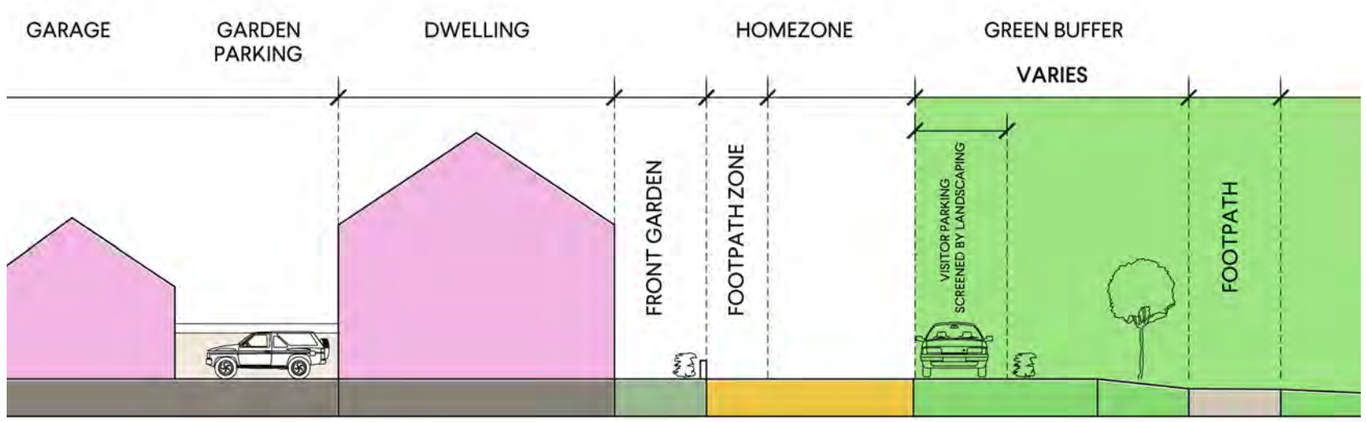
Parking to be provided to the side of dwellings behind the building line. Areas of visitor parking to be provided but screened by landscaping.

Physical barriers to the landscaped edge are to be excluded with the exception of structured planting to conceal visitor parking.



KEY

- DWELLING
- GARAGE
- GARDENS
- GREEN CORRIDOR
- SHARED SURFACE/CROSSING POINT
- ADOPTED ROADS
- GREEN ROAD BUFFER
- SHARED SURFACE PATH
- ACTIVE FRONTAGE DIRECTION
- PRIMARY ROAD
- SECONDARY ROAD
- TERTIARY ROAD
- UNADOPTED ACCESS
- HOMEZONE / COURT
- PRIVATE DRIVE GATEWAY



TRUMPINGTON MEADOWS, Allies and Morrison © BARRATT HOMES

Kazerneterrein Ede, KOW-Studio Komma-RRog © Studio Komma

7.0 URBAN STRATEGY STUDIES

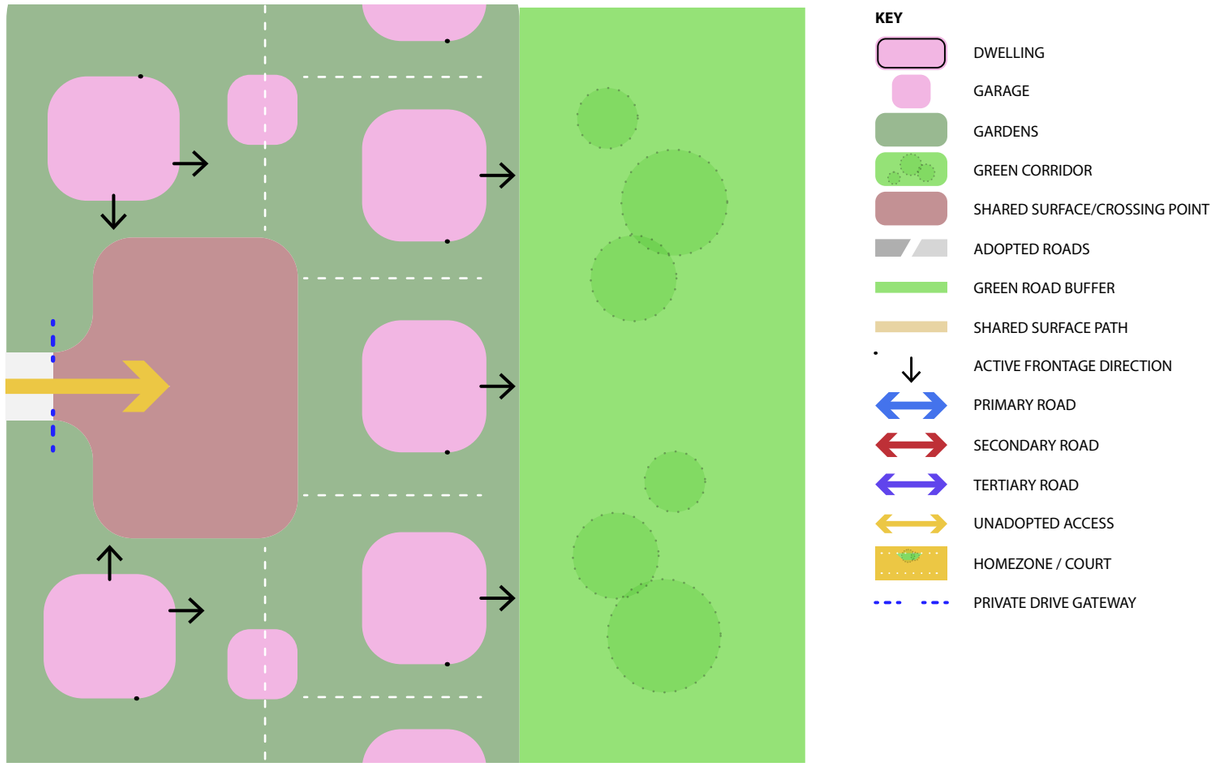
7.2.3 Landscape Edge Condition 3

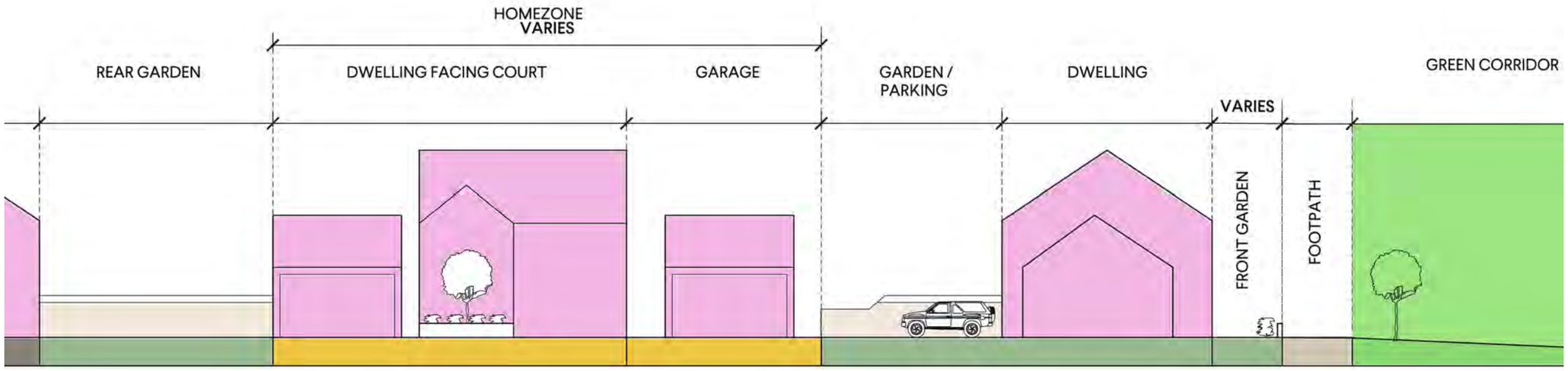
Pedestrian Frontage

In order to provide an uninterrupted frontage of dwellings addressing the park, containing vehicles behind dwellings is also acceptable. This can be appropriate in areas of higher density.

Rear parking areas should serve no more than five dwellings in a similar way to a private drive. Providing a secondary frontage and surveillance onto these areas is necessary. Areas of reduced height fencing and permeations should be provided to facilitate. Private Drives should have notional change from public highway to semi-private zone with raised texture rumble strips, a change in surface material and gate posts.

Lovedon Fields, Kingsworthy, John Pardey Architects&BBA Architects © Richard Chivers



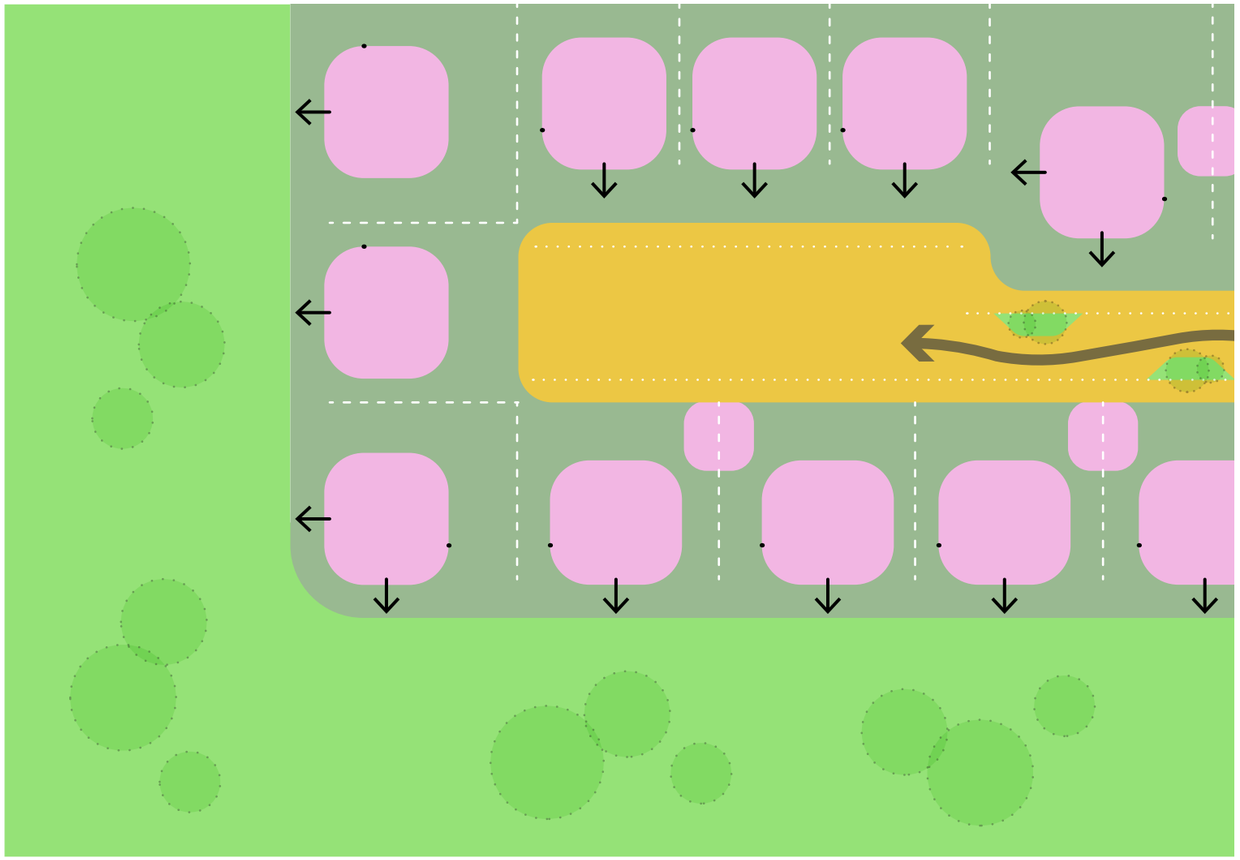


7.2.4 Landscape Edge Condition 4

Pedestrian Corner Condition

Where development areas form a corner fronting green open space uninterrupted frontage of dwellings should be implemented and containing vehicles behind dwellings is also acceptable.

In these instances homezone principles should be applied, serving up to 15 dwellings. Providing a secondary frontage and surveillance onto these areas is absolutely necessary. Areas of reduced height fencing and permeations should be provided to facilitate. A shared surface should be used in these areas and parking in front of dwellings is permitted requiring that landscaping is integrated to the scheme. Visitor parking can be contained within a landscaping buffer within the body of the roads to slow and filter traffic, prioritising the pedestrian.



KEY

- DWELLING
- GARAGE
- GARDENS
- GREEN CORRIDOR
- SHARED SURFACE/CROSSING POINT
- ADOPTED ROADS
- GREEN ROAD BUFFER
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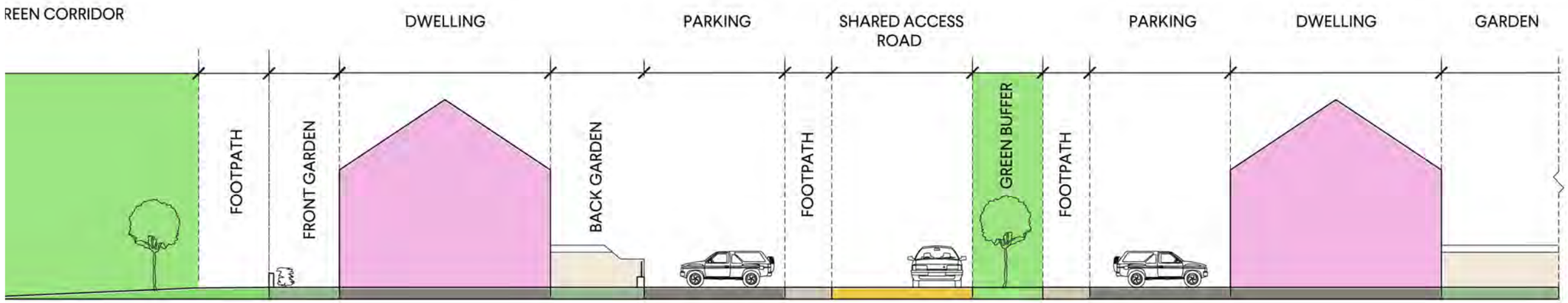
- PRIMARY ROAD
- SECONDARY ROAD
- TERTIARY ROAD
- UNADOPTED ACCESS
- HOMEZONE / COURT
- PRIVATE DRIVE GATEWAY

Ringkøbing K © Effekt Architects



7.0 URBAN STRATEGY STUDIES

7.2.6 Landscape Edge Condition 6

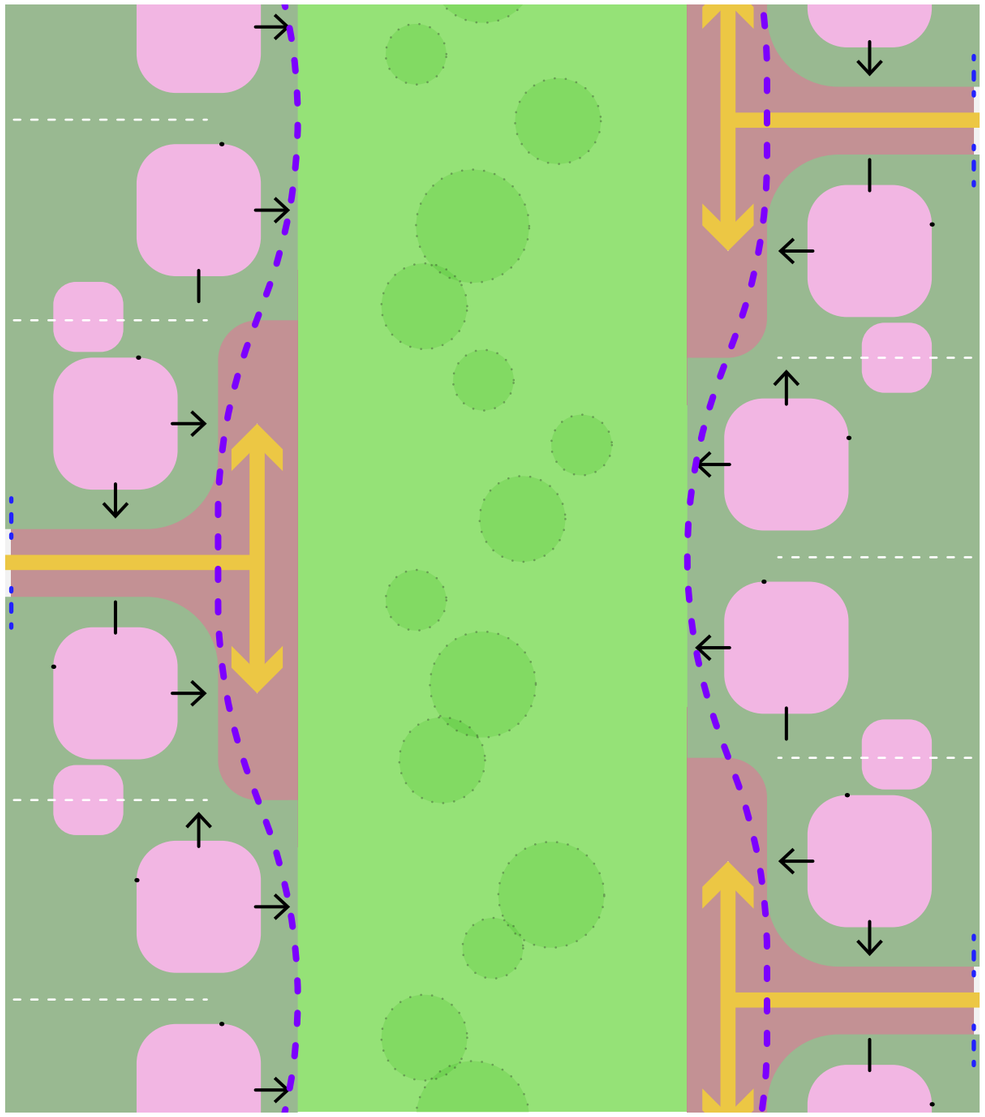
Green Corridor Condition

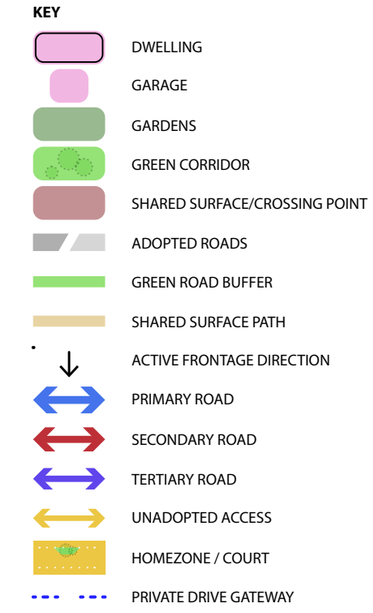
Where two development zones front onto Green corridors there should be active frontage along the length. This could implement a number of the conditions highlighted.

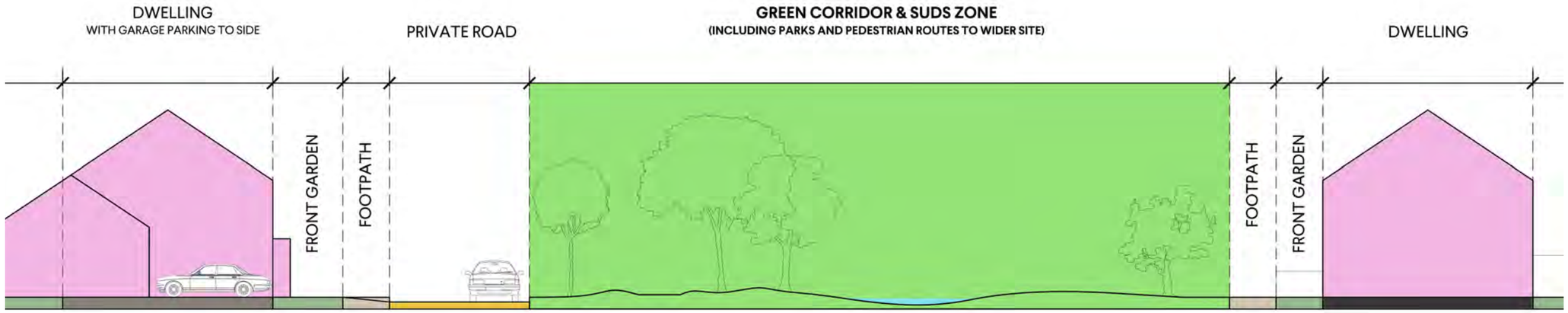
It is important that in these areas a variety of housetypes and layouts are utilised to create a varied build line. This will create a greater pedestrian priority rather than building dominant lines in these areas, allowing for permeable routes into the development areas. Additional planting should be integrated into these private drives and frontages so that the green open space feels like it isn't limited to outside of the development lines.

Filwood Park, Barratt Homes © HTA Design LLP

Beaulieu Keep © Tate Hindle Architects







7.0
URBAN STRATEGY STUDIES

7.3 Feature Locations

7.0 URBAN STRATEGY STUDIES

7.3 Feature Locations

In the process of masterplan development, a series of nodal points have arisen at the point of convergence of landscape and infrastructure network which are considered feature locations.

Aligning with guidance of Building For Life 12 and Manual For Streets, these points are key to establish individual areas of character and place. The nodes assist wayfinding and points of reference.

7.3.1 Green Corridor Crossing

Notional gateways define the passage between two spaces within the site. Gateways are to exist between residential clusters fragmented by landscape and pedestrian routes. Gateways are key to traffic calming and instilling a landscape and pedestrian hierarchy over vehicular infrastructure.

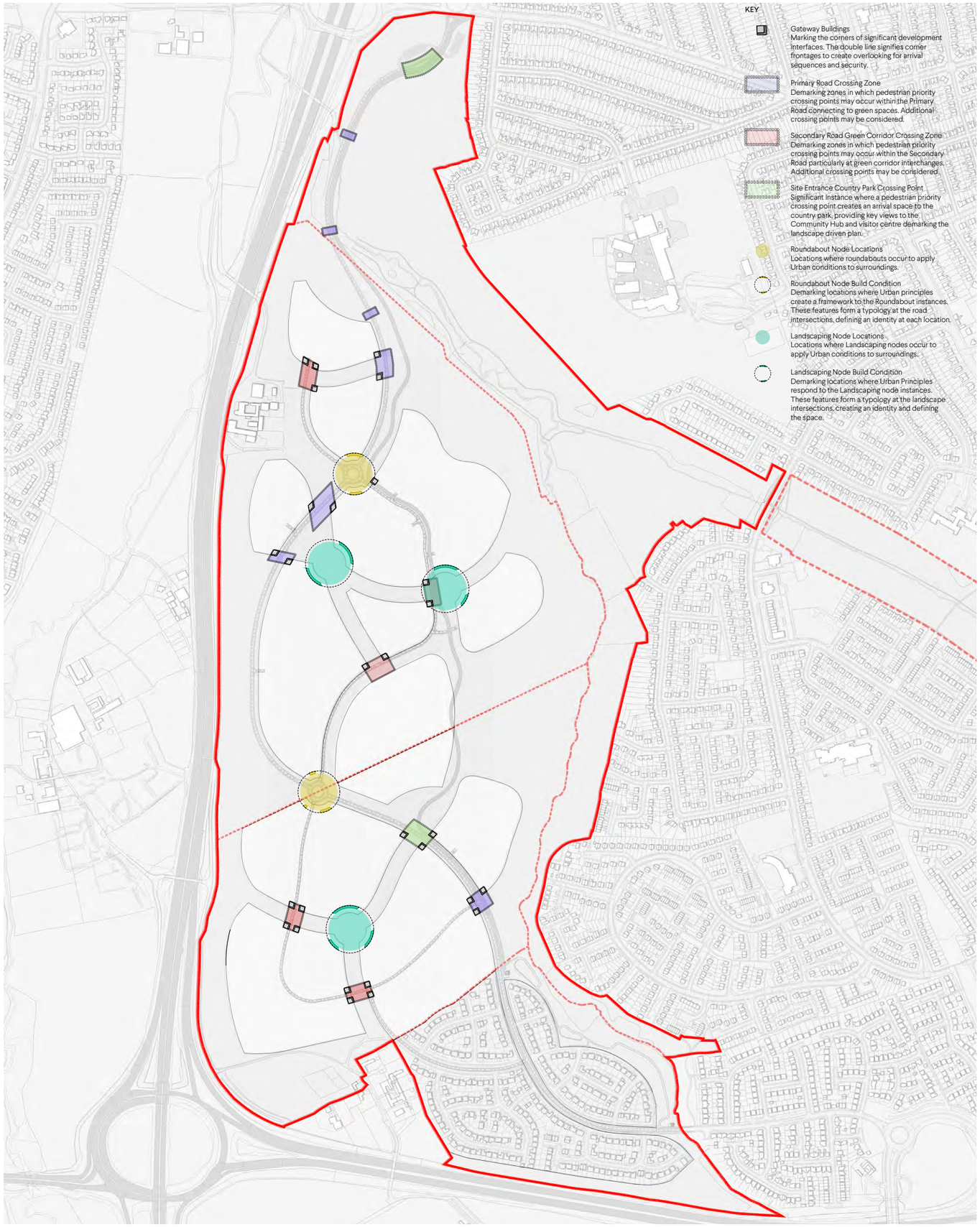
Gateways are to be defined at the passage of vehicular links through landscape space. Treatment of road surface and dwelling location and orientation contribute to the character of the gateway.

7.3.2 Roundabout Condition and Rear Parking Court

The roundabout locations create a node of vehicular distribution. They are typically more heavily trafficked areas which should be designed with hard building edges to offer a visual and noise screening to the residential amenity beyond.

7.3.3 Landscape Nodes

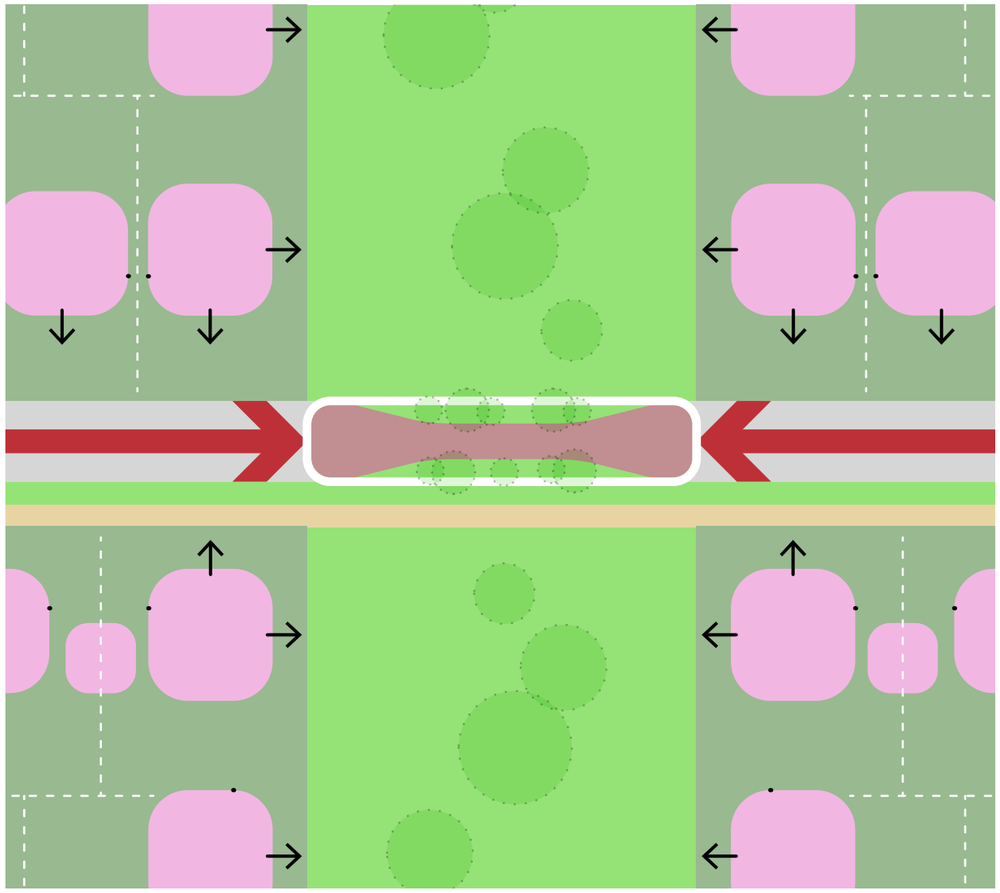
Where multiple green corridors converge a landscaping node occurs, surrounding by development areas. These nodes create an opportunity to provide 'Locally Equipped Areas for Play' (LEAP) and create public convergence points within the landscaping zone. How these areas are fronted are key to defining space and creating routes for pedestrians from the development zones to these nodal points.



7.3.1 Green Corridor Crossing

Where a secondary road passes between development zones and crosses a green corridor a crossing point should be formed in line with Section 6.5.2 Secondary Road Crossing Points.

At these gateway features corner turner houses should be utilised to create an active frontage to the road and green corridor at each corner of this crossing point. Where dwellings front on to the road or green corridor active frontages are required and should be implemented in line with the principles discussed.



KEY

- DWELLING
- GARAGE
- GARDENS
- GREEN CORRIDOR
- SHARED SURFACE/CROSSING POINT
- ADOPTED ROADS
- GREEN ROAD BUFFER
- SHARED SURFACE PATH
- ACTIVE FRONTAGE DIRECTION
- PRIMARY ROAD
- SECONDARY ROAD
- TERTIARY ROAD
- UNADOPTED ACCESS
- HOMEZONE / COURT
- PRIVATE DRIVE GATEWAY

St Chads © Bell Phillips Architects

Nærheden © karres+brands

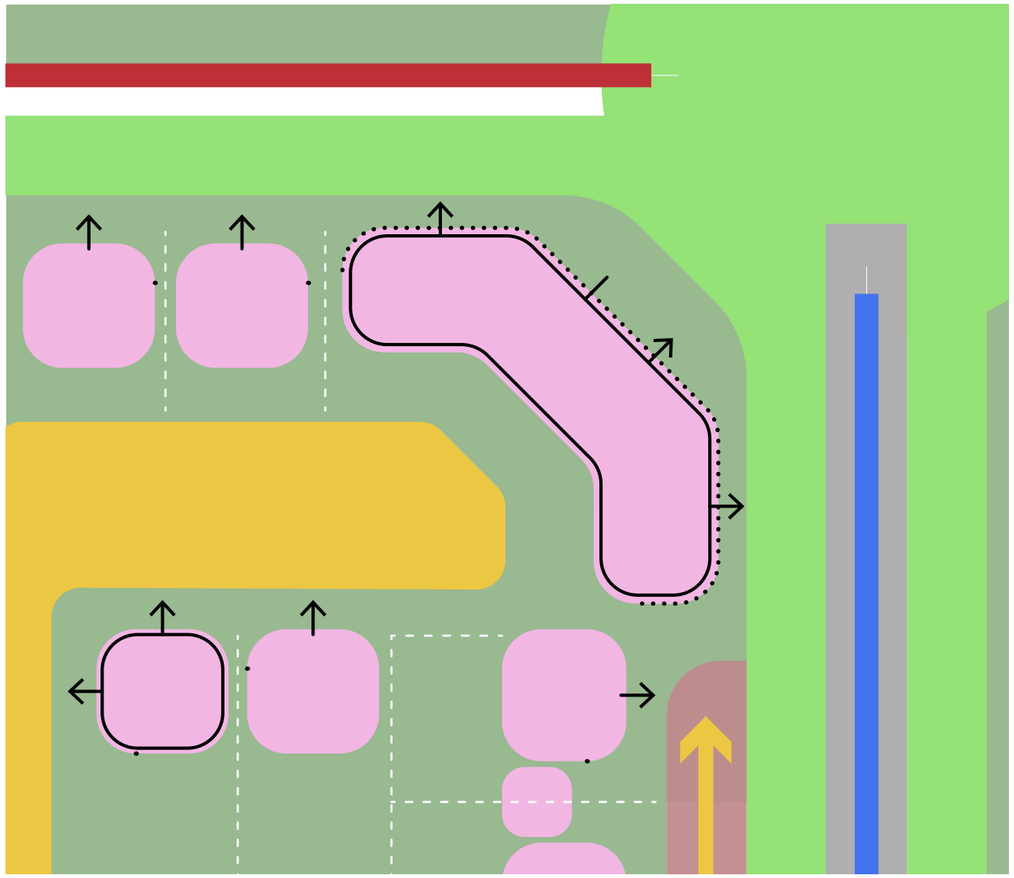
7.3.2 Roundabout Condition and Parking Court

Where roundabouts occur within the development this provides an opportunity to create a residential hard edge facing onto these vehicular nodal points.

One possible arrangement is the implementation of a dense massing block that could be used as terraced dwellings or apartments. This would then create a set back active frontage behind a landscaping strip for overlooking to the roundabout area,

In the situation of a roundabout where frontal vehicular access cannot be achieved, rear parking access is permitted. In such situations, vehicles should be parked on plot and rear gardens addressing access courts should have a low level landscape buffer. Areas of rear parking are to addressed by dwelling frontages on at least one side for surveillance purposes.

Surfaces of such courts should be treated as homezones, engineered to enable vehicle turning but softened with small pockets to landscaping.




salford hq: the crescent, annabelle tugby © AOI Studios


Old Ford Road © pH+ Architects

7.3.3 Landscape Nodes

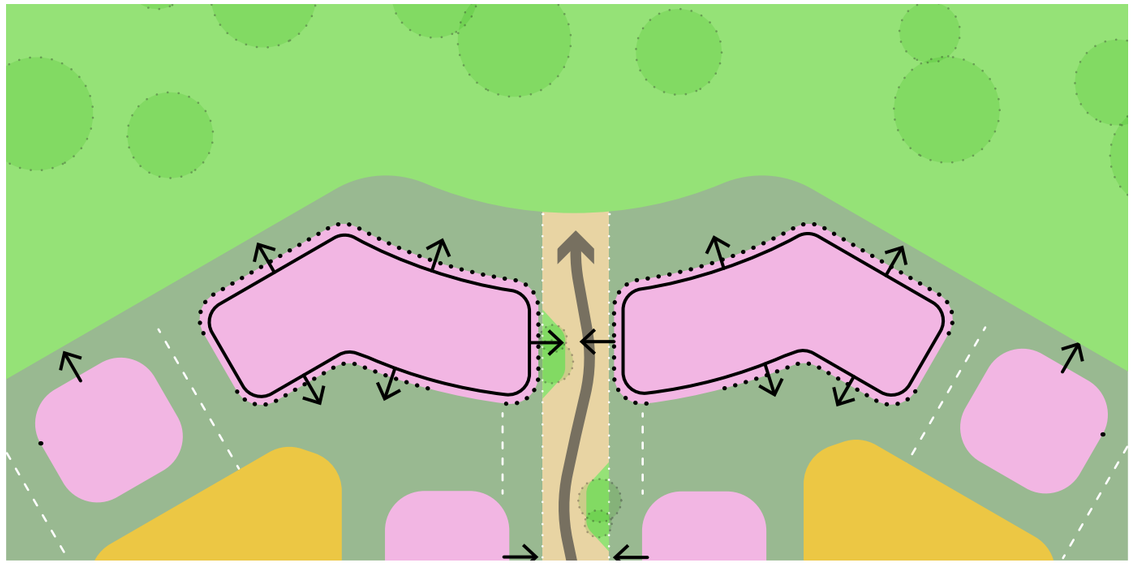
Where landscape nodes occur it is important that dwellings actively front onto the green open space from all sides. This residential edge defines a sense of place and assists way-finding. Conditions 1 and 2 show examples of how this could be achieved.

Condition 1
One possible option of addressing a landscape node is by creating a residential hard edge that reacts to the shape of the convergence point.

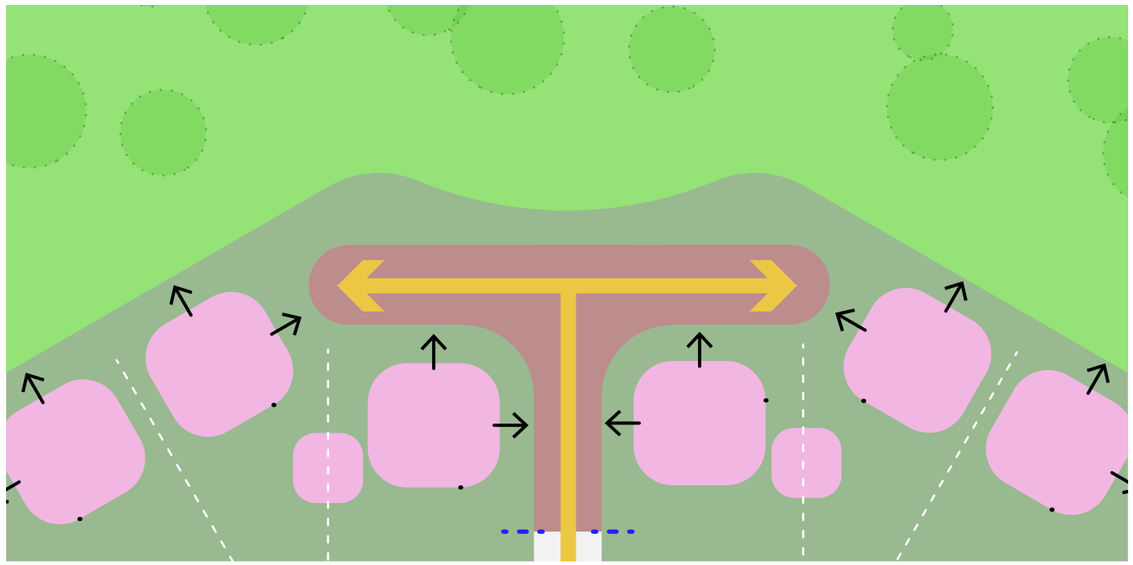
These blocks could be utilised as terraces or apartments and would permit rear parking that could be accessed via a homezone environment. Corner dwellings are always to have dual aspect to provide frontage to the park, providing a safe and secure amenity for residents. Areas of rear parking are to be addressed by dwelling frontages on at least one side for surveillance purposes.

A pedestrian priority environment could then be created, and dwelling pairs at the entrance of these pedestrian routes are to create gateways. As a minimum, one dwelling must have dual aspect to provide surveillance to the pedestrian area. Where spatial separation permits, both gateway houses are to do so. Back fences addressing public spaces should be minimised and limited to private parking areas where possible.

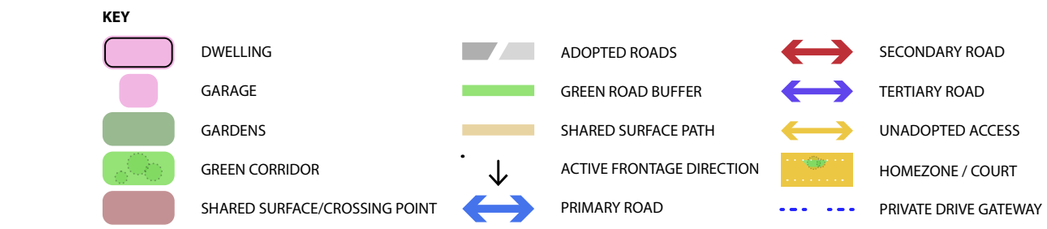
Condition 2
To enable variation, a derivative of 'Section 7.2.1 Landscape Edge Condition 1 - Private Drive' could be applied to allow vehicular access to the front of residential dwellings in a similar to park edge treatment. Active frontage should be utilised along the green edges as well as access roads to the private drives, as these would create public routes of access to the landscape nodes from the development zones.



Condition 1

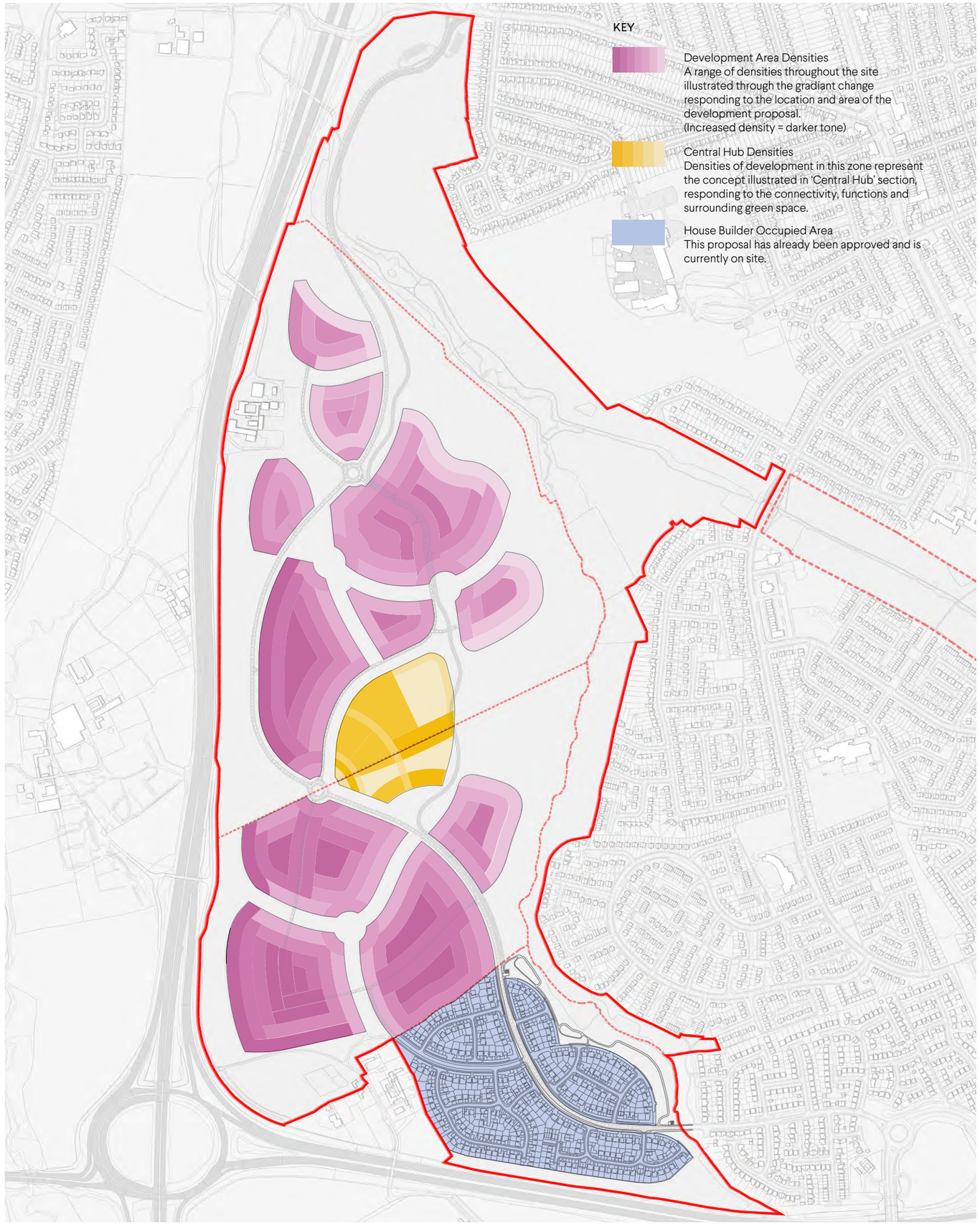


Condition 2



Proctor and Matthews, Cambridge © Tim Crocker

8.0
MASTERPLAN SUMMARY



8.0 Masterplan Summary

8.1 Development Quantum

An indication of suitable density arrangement is shown adjacent.

Peripheral areas addressing the park edge to the east should typically be of low density to permeate the barrier and visually draw the landscaping into the development.

The southern edge adjoining the recently completed earlier phase of development may be considered appropriate for medium to higher density residential arrangement reflecting a continuation in style of the adjacent areas, whilst influenced by the landscape principles established for the latter stages.

Central areas of residential clusters are most appropriate for higher density pockets of development. This approach can also be applied to residences buffering the Primary Road where development can perform a sheltering and screening function.

Specific areas adjacent to roundabouts and transition spaces where larger volumes of traffic are expected, and a hard edge is deemed appropriate are also suitable for higher density. In this location low rise apartments may be considered suitable.

8.0 Masterplan Summary

8.2 Design and Principles Summary

Guidance provided by this report enables the creation of a sustainable residential development within a landscape setting that provides quality of design and residential amenity that is considered appropriate by Middlesbrough Council.

The adjacent diagram shows an overlay of all the key landscape and urban principles as outlined within this design code. Refer to the individual principle sections throughout the document for detailed diagrams and explanations.

KEY

- Existing Watercourses
- Flood Zones
- SuDs Attenuation
- SuDs Conveyancing
- Rain Gardens
- Existing Woodland
- Hedgerows
- Proposed Woodland
- Avenue Planting
- Orchards
- Parkland Trees
- Amenity Grassland / Sports pitch
- Retained existing meadow habitats
- Grassland
- 4.5m Strategic Segregated Pedestrian & Cycle
- 3.5m Mixed Use Path (Indicative)
- 3.5m Compacted Gravel Paths (Indicative)
- Potential Site Entrance Points
- Network of informal/formal paths (connections between existing habitats and open space network)
- Formal Sports Provision
- Multi-Use Games Area / Courts
- Landforms
- Bike Tracks - Single / Pump
- Walking/Running Routes - 0.5 / 1.5 / 2.5 / 3 miles
- Trim Trails
- Wildlife Trails
- Wildlife Hides
- Docking / Dipping Ponds
- Allotments
- Community Growing
- Seating and Bins
- Community Centre
- Primary Road - Facing Development Area
- Primary Road - Facing Green Space
- Secondary Road - Facing Development Area
- Secondary Road - Facing Green Space
- Entrance Road to Development Areas
- Building Frontages (Dotted Lines = Facing out)
- Development Edge - to Road
- Development Edge - to Green/SuDs Corridor
- Development Edge - to Green Space
- Gateway Buildings
- Primary Road Crossing Zone
- Secondary Road Green Corridor Crossing Zone
- Site Entrance Country Park Crossing Zone
- Roundabout Node Locations
- Roundabout Node Build Condition
- Landscaping Node Locations
- Landscaping Node Build Condition
- Development Area Densities
- Central Hub Densities
- House Builder Occupied Area
- Bus Stop - with 400m radius
- Transport Hub Stop
- Bus Route
- Transport Hub Loop

8.0 Masterplan Summary

8.3 Stainsby S106 and Infrastructure Requirements

Development of the scale of that proposed at Stainsby brings with it significant infrastructure requirements. These range from open space, roads, and transport through to new schools, and medical facilities. Not all of these will be required at the start of the development, and the scale and nature of some of the infrastructure requirements will depend upon how the development progresses and other economic and environmental factors.

It is anticipated that developers will be consulted in relation to infrastructure delivery planning, however the masterplan aims to provide some indications of required S106 requirements.

To ensure that the infrastructure that is required to create the quality living environment that is sought at Stainsby, it is essential that these infrastructure requirements are planned for from the start. This not only means identifying what is required, but also identifying key trigger points, how much the infrastructure will cost, how it will be paid for and who will deliver it and how. Understanding these requirements from the outset will also allow developers to plan more effectively both in terms of the design of their schemes but also their financial modelling and phasing plans.

The infrastructure falls into the following broad categories:

- *Education*
- *Country Park*
- *Strategic Highways/Transport*
- *Other open space*

8.3.1 Education

Whilst school rolls fluctuate according to birth rates and popularity of schools, the scale of the development proposed within Stainsby is of a size that the school population will not be able to be accommodated within existing schools within Middlesbrough. There is also a sustainability issue that children of primary school age should be able to access a primary school within walking distance. To this end provision is being made for a new primary school to be delivered at the heart of the development within the proposed new local centre.

This should be provided in the form of a 2 form entry school (420 pupils) and associated nursery facilities but the site upon which the building is located should be capable of accommodating a larger school to allow for any potential future expansion.

Timing: The new primary school should be provided before occupation of 50% of the dwellings.

8.3.2 Strategic Highways/Transport

The Local Plan identified the need for strategic highways improvements to enable the delivery of the housing allocations contained within it. This included the Stainton Way Westward Extension (SWWE), and the Longlands to Ladgate Link Road (LLLR). The realisation of these two schemes will provide the necessary mitigation to enable the housing to be delivered in full. All residential developments are expected to make a contribution towards the delivery of these schemes. The provision of the SWWE is also key to opening up the Stainsby site for development as it also acts as the main distributor road serving the housing.

Timing: Link road to be provided in entirety by 2027

8.3.3 Country Park

Central to the creation of Stainsby is that of the proposed country park and integrated green links within the development. Further detail will be provided through the preparation of a country park delivery plan. As each phase of development comes forward it will be required to contribute towards the delivery of the country park either directly through the associated landscape strategy submitted as part of any planning application, or through a S106 contribution.

Timing: ongoing as part of phasing of development.

8.3.4 Other open space

Whilst the Country park provides a key strategic asset there will be a need for other elements of open space. The majority of this will be provided through the normal development control processes when assessing an application, but there will be a requirement for some additional open space and facilities to be provided these are:

Sports pitches:
2 adult grass football pitches/1 cricket square
Timing:
The pitches should be provided prior to occupation of 75% of the dwellings

8.3.5 Visitor centre/community hub

As part of the Local Centre and to act as a gateway to the Country Park and sports facilities a visitor centre will be required. This centre will serve the role as a community hub/facility and provide changing facilities for the pitches.

Timing:
Delivery of the centre will be linked to delivery of the Country Park, and should be provided no later than the provision of the sports pitches.

9.0
PLANNING REQUIREMENTS

9.0 Planning Requirements

9.1 Planning Validation Requirements

This design code seeks to establish the principles and strategies that will form the basis to any future planning application for the site at Stainsby.

The final design solution may vary from some of the indicative representations within this document but the key principles established set the guidance and highlight the key details to be included and developed upon within any submission. These will form the basis for further discussions and assessments between the planning authority and developer at a later date.

9.0 Planning Requirements

9.2 Housing Application Validation Requirements

The following list outlines the validation requirements to be met for a housing application at the Stainsby site, as established by Middlesbrough Council Planning Authority:

- *Forms, Certificates, Site Location Plan & Fee*
- *Detailed Plans & Elevations*
- *Coloured Streetscenes – particularly for Committee*
- *Parking Plan*
- *Boundary Treatment Plan*
- *Statement of Community Involvement – letter drop / Community event*
- *Landscape details including management and maintenance*
- *Design & Access Statement*
- *Planning Statement*
- *Transport Assessment / Statement*
- *Draft Heads of Terms*
- *Affordable Housing Statement - can be included within Planning Statement*
- *Sustainability Appraisal - can be included within Planning Statement*
- *Renewables Statement – details of 10% Renewables or fabric first approach.*
- *Secured by Design Statement - can be included within Planning Statement*
- *Communication infrastructure connectivity requirements' statement – can be included within the Planning Statement*
- *Flood Risk Assessment & Drainage Strategy*
- *Ecological Assessments*
- *Phase 1 Contamination - may be dealt with as a condition if no information is submitted*
- *Tree Survey & Arboricultural Implications Assessment*
- *Noise Assessment – Road traffic/commercial premises as appropriate.*
- *Air Quality Assessment – the applicant should provide an air quality assessment or justification within the Planning Statement as to why it is not necessary, using the guidance laid out in the Institute of Air Quality Management landuse planning and development control planning for air quality document updated in 2017.*
- *Phasing Plan*
- *Archaeological Desktop Assessment*
- *Waste Audit - Waste Management Scheme (disposal of waste materials)*
- *Habitat Regulations Assessment – depending on location*
- *Masterplan – site/scale dependent*
- *Footpath and Cycleway connectivity plan*


NTL
Sch
Playing Fields
Stainsby Hill Farm
Acklam
Acklam Base
Academy
ON-TEES
Plantation
Acklam Whin
Stainsby Grange Farm
Sch
Sch
FB
FBs
Brookfield
Cemy
Stainsby Hall Farm
Middlesbrough
moving forward

GRADONARCHITECTURE

Our Philosophy

We design and deliver excellent architecture based upon life experiences with care and efficiency. We believe that the quality of our surroundings has a direct influence on people and the quality of their lives; whether that is in the workplace, at home or in the public realm and it is these life experiences which influence our own ability to produce innovative, sustainable and high quality design.

As a Current Client we never take your patronage for granted and will continue to listen to you, to understand you, to deliver, to exceed expectation and to develop and nurture our relationship with you in order to build upon the trust you bestow upon us.

As a Prospective Client we want you to be a Current Client!

Our Architecture is about People.

Sectors

Commercial

Public & Arts

Residential

Education

Industrial

Retail & Leisure

Interiors

Specialist Care

Ecclesiastical

Services

Architecture

Masterplanning

Interior Design

Planning

Project Management

Contract Administration

Principal Designer

Visualisation

BIM

Recent Awards

CENE Project of the year 2017 - Ogden Physics Building

RIBA NE Award 2017 - Ogden Physics Building

Insider NE Architectural Practice of the Year 2017

LABC Best Inclusive Building 2016 - Bradbury View

CENE Value Winner 2016 - Bradbury View

NI Salon of the Year 2016 - RoCo

CENE SME of the Year 2014

CENE Value Winner 2013 - NEAS

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Chartered Practi