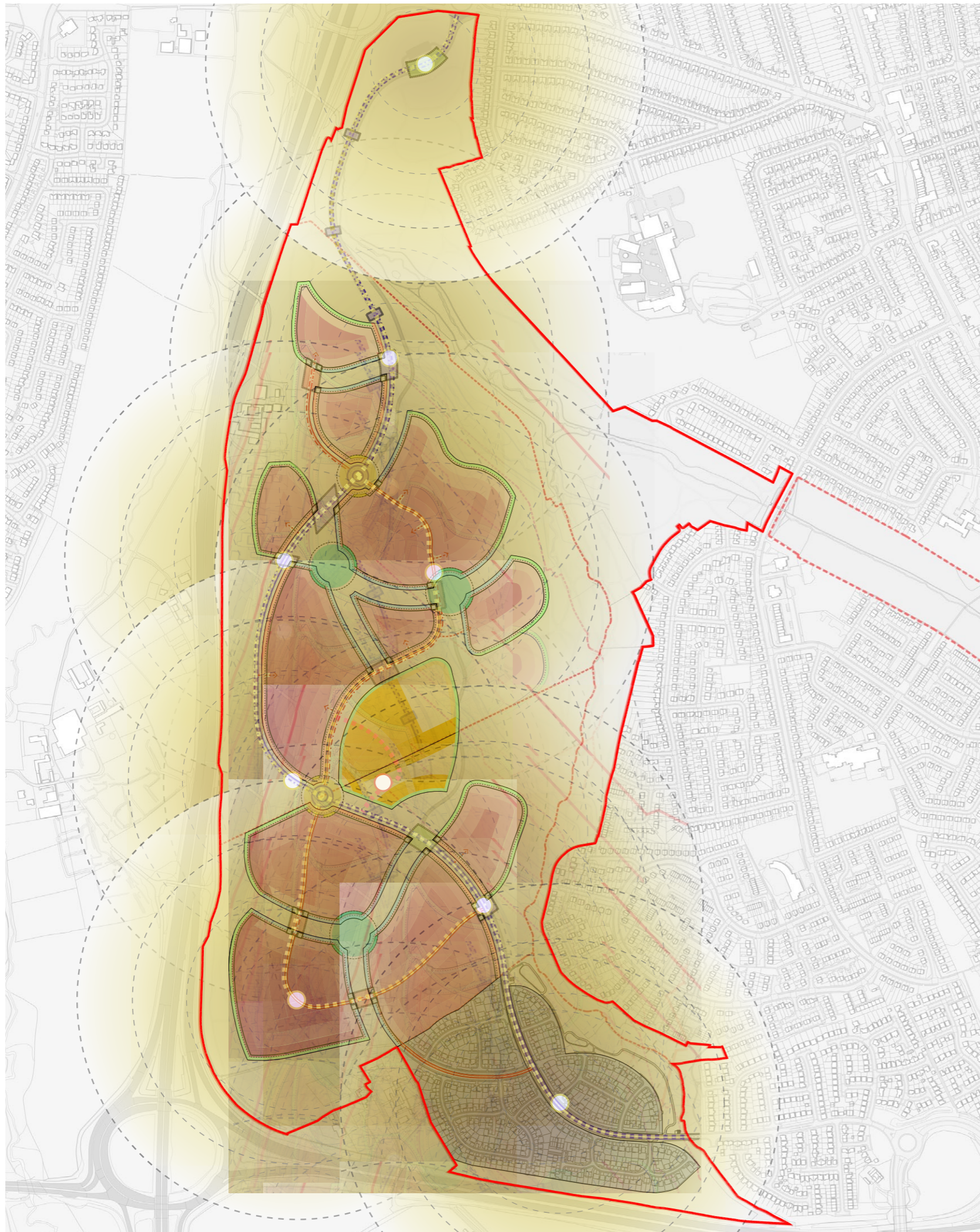


6.0

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 country park green network, 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. 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:

- 6.1 Roads / Circulation and Access
- 6.2 Highway Design
- 6.3 Bus Linkages
- 6.4 Adopted Paths
- 6.5 Crossing Points
- 6.6 Housing Mix & Layout
- 6.7 Parking
- 6.8 Garages
- 6.9 Garage Type Matrix
- 6.10 Boundary Treatments
- 6.11 Boundary Treatment Indicative Study



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. These access drives should serve no more than 5 dwellings, although further discussions may be made 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.

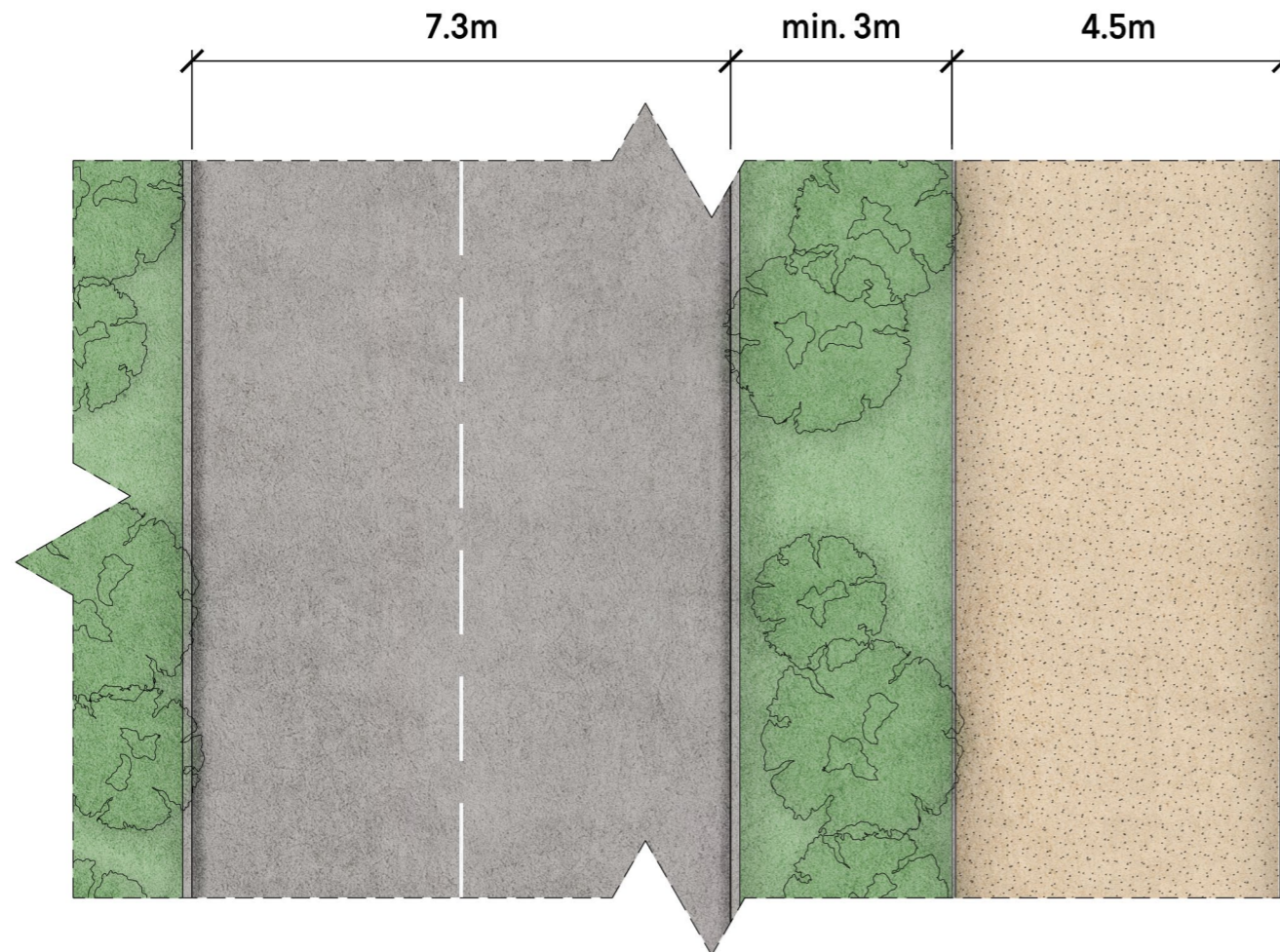


6.0 URBAN STRATEGY

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.

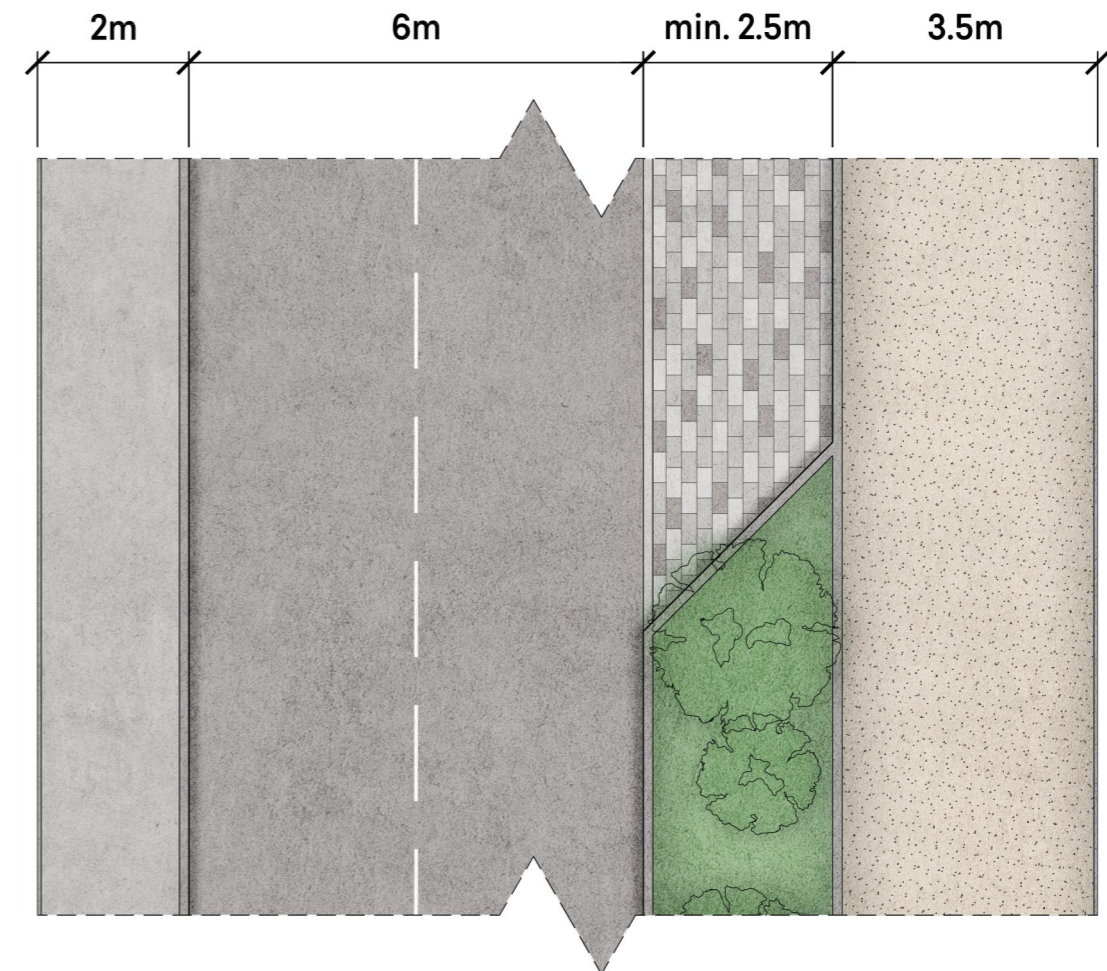


6.2.1 Primary Road

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.



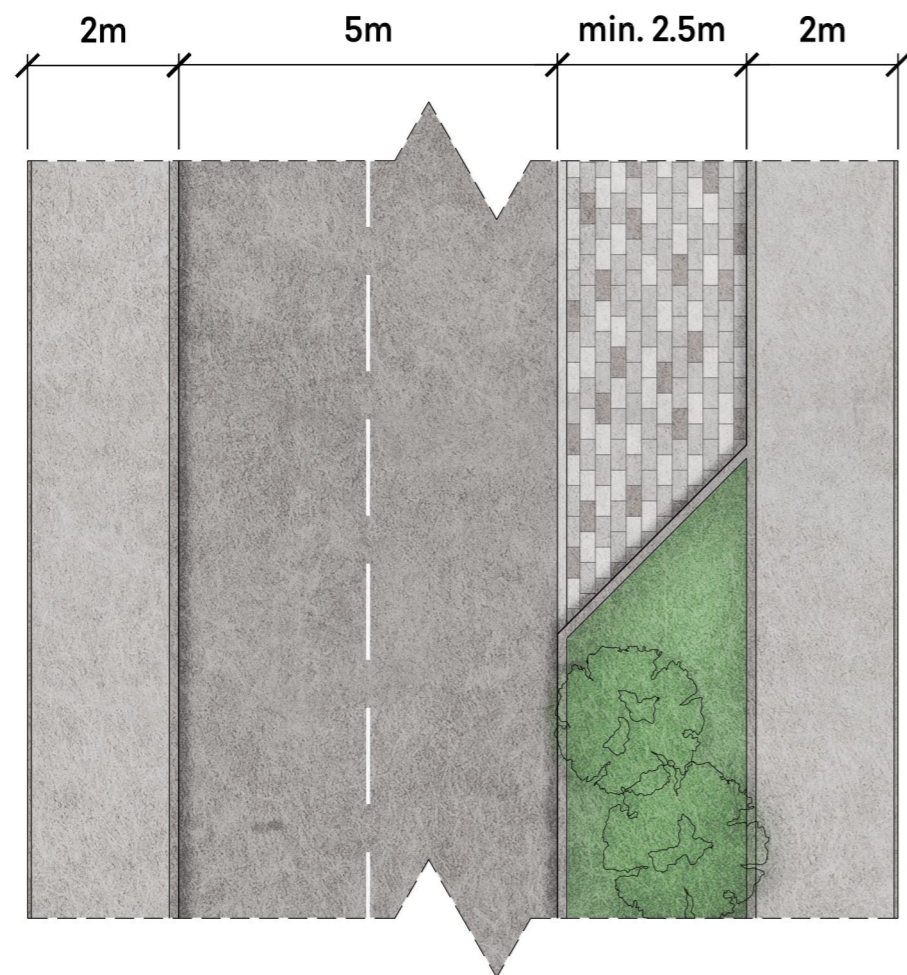
6.2.2 Secondary Road

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.



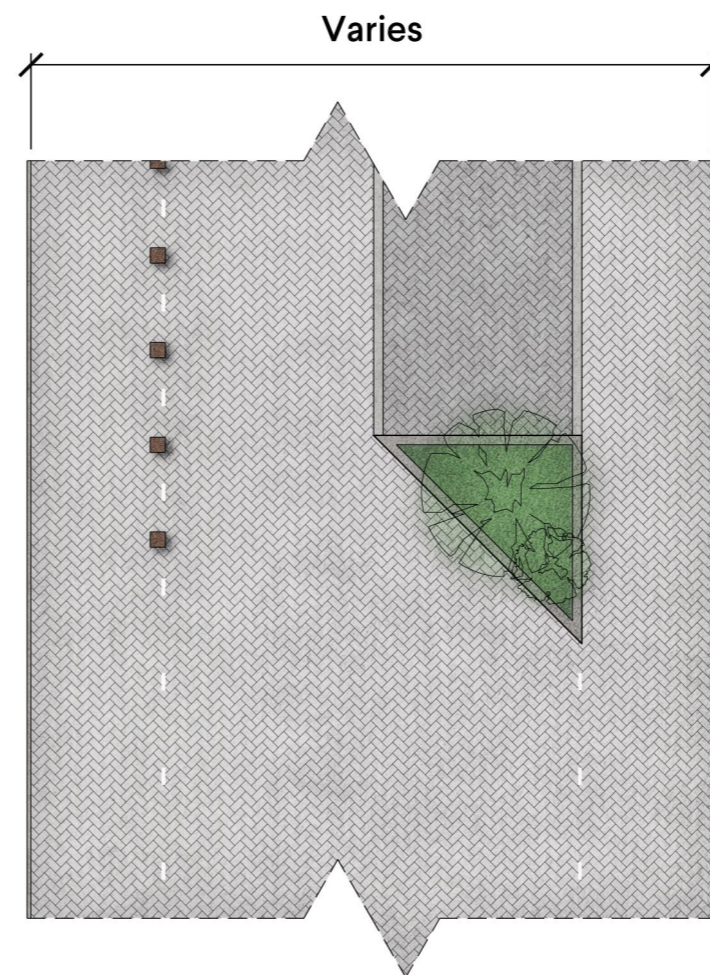


6.2.3 Tertiary Road

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.

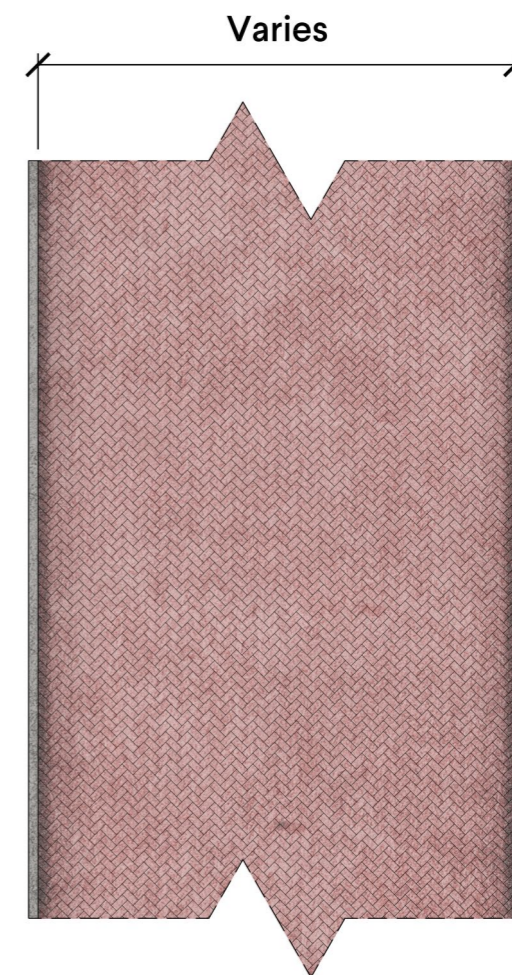
The landscaped border will be retained and will vary as required, still at a min of 2.5m to host visitor parking as part of the overall masterplan parking strategies. This will discourage parking on the pavements and draw the park into the development areas.



6.2.4 Home Zone

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.



6.2.5 Private Drive

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 roadnetwork 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 process.



KEY



Bus Stop - with 400m radius



Transport Hub Stop



Bus Route



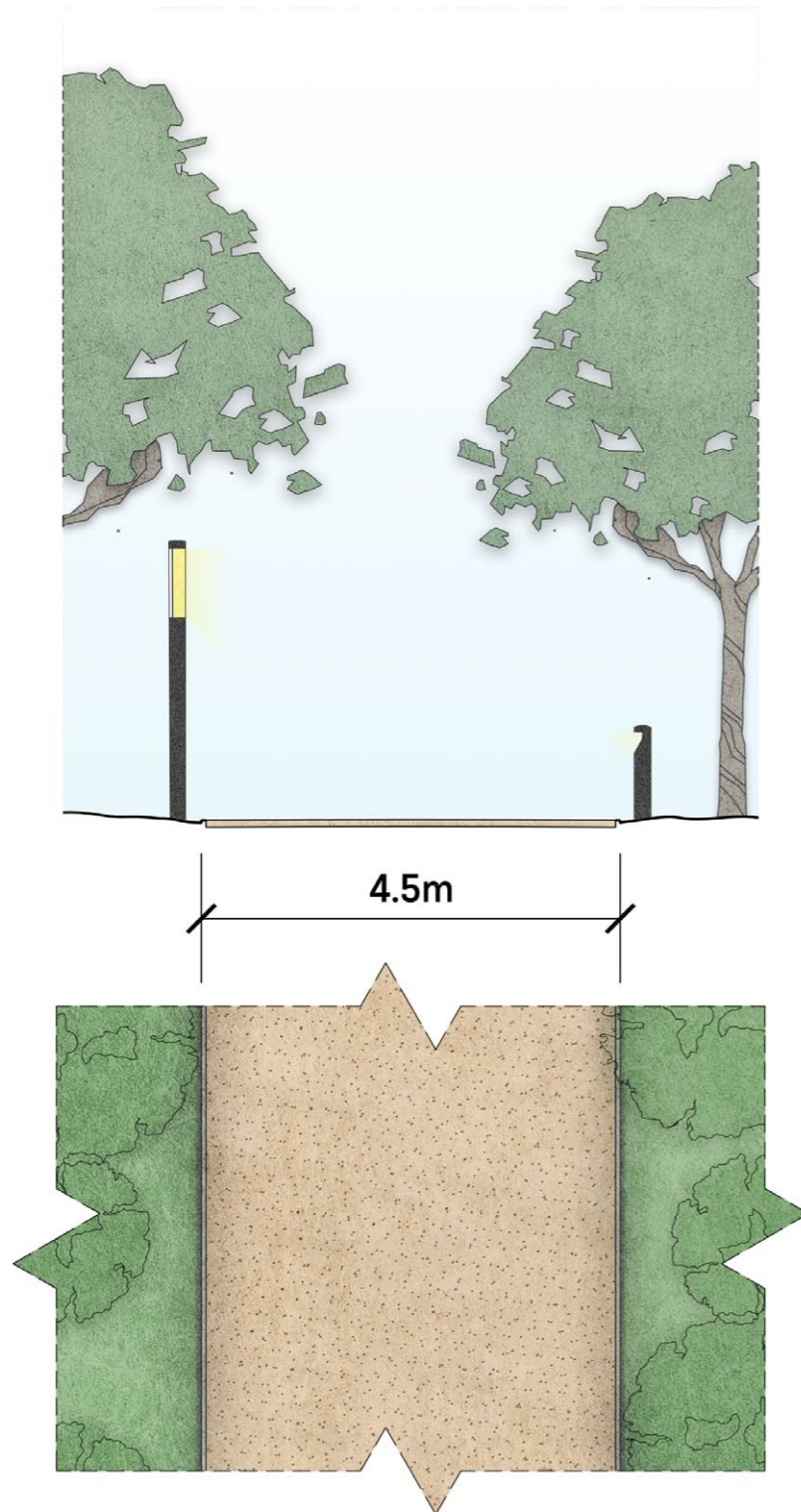
Transport Hub Loop



6.0 URBAN STRATEGY

6.4 Adopted Paths

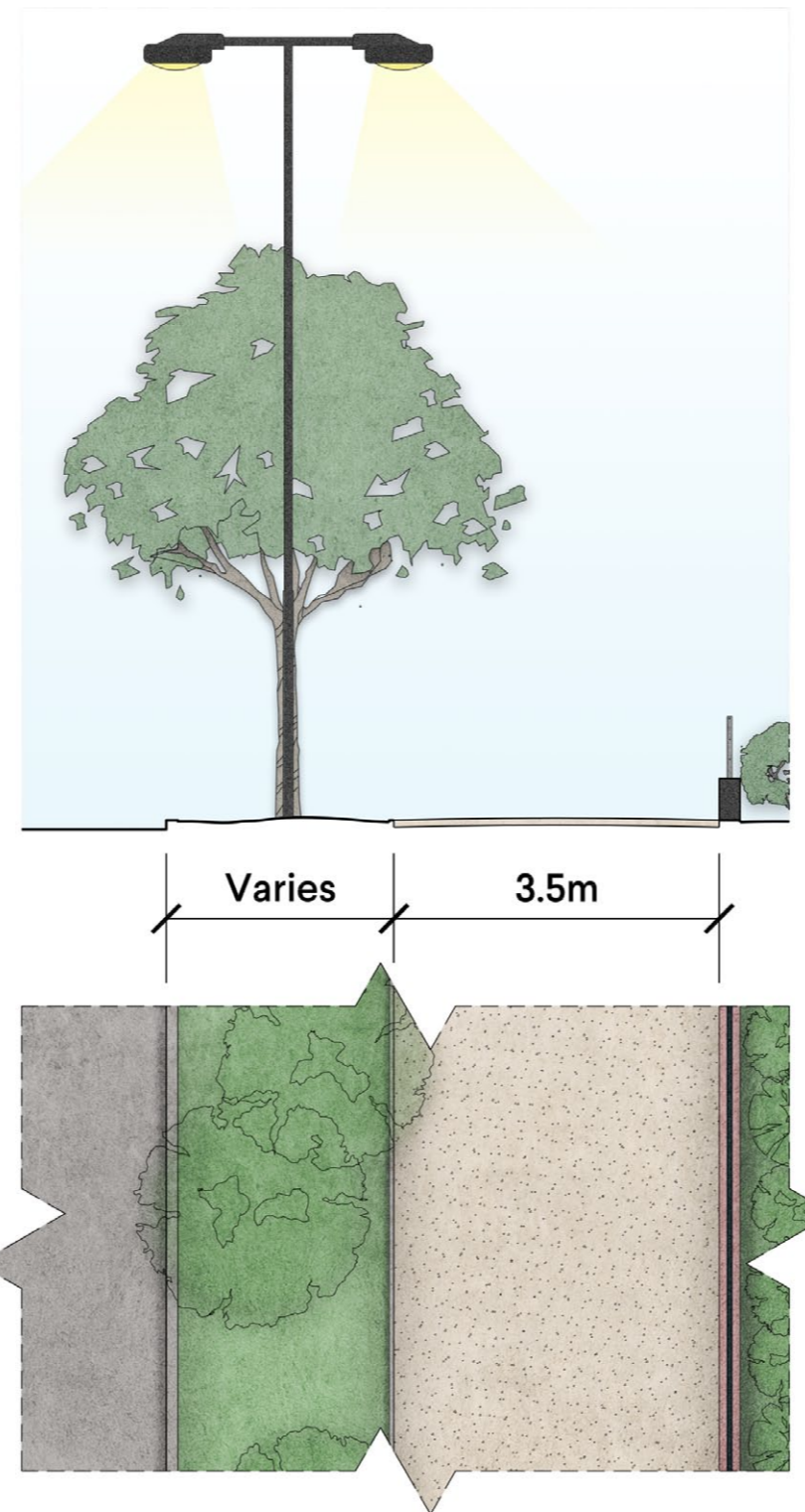
The following studies show the indicative build ups associated with the Adoptable path strategy. These paths will be integrated throughout the Urban and Landscape strategies to create formalised routes throughout the whole development.



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.

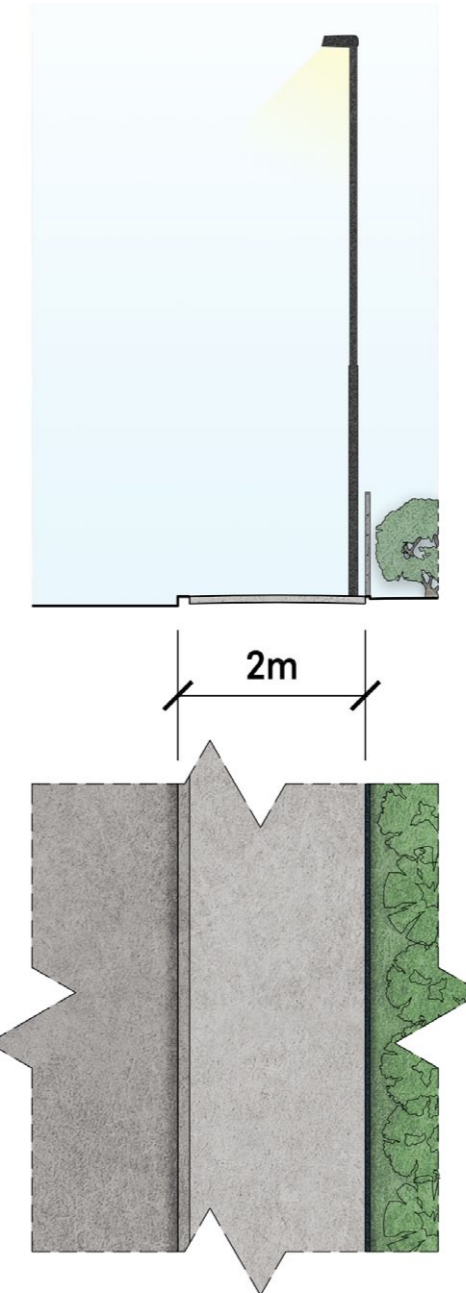
A designated lighting strategy will be utilised on this route applying varying low-level lighting options for environmental & wildlife sensitivity as the journey transitions between urban & landscaped areas throughout the site. A variety of different lighting columns, including bespoke designs, can be 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 its 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.

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

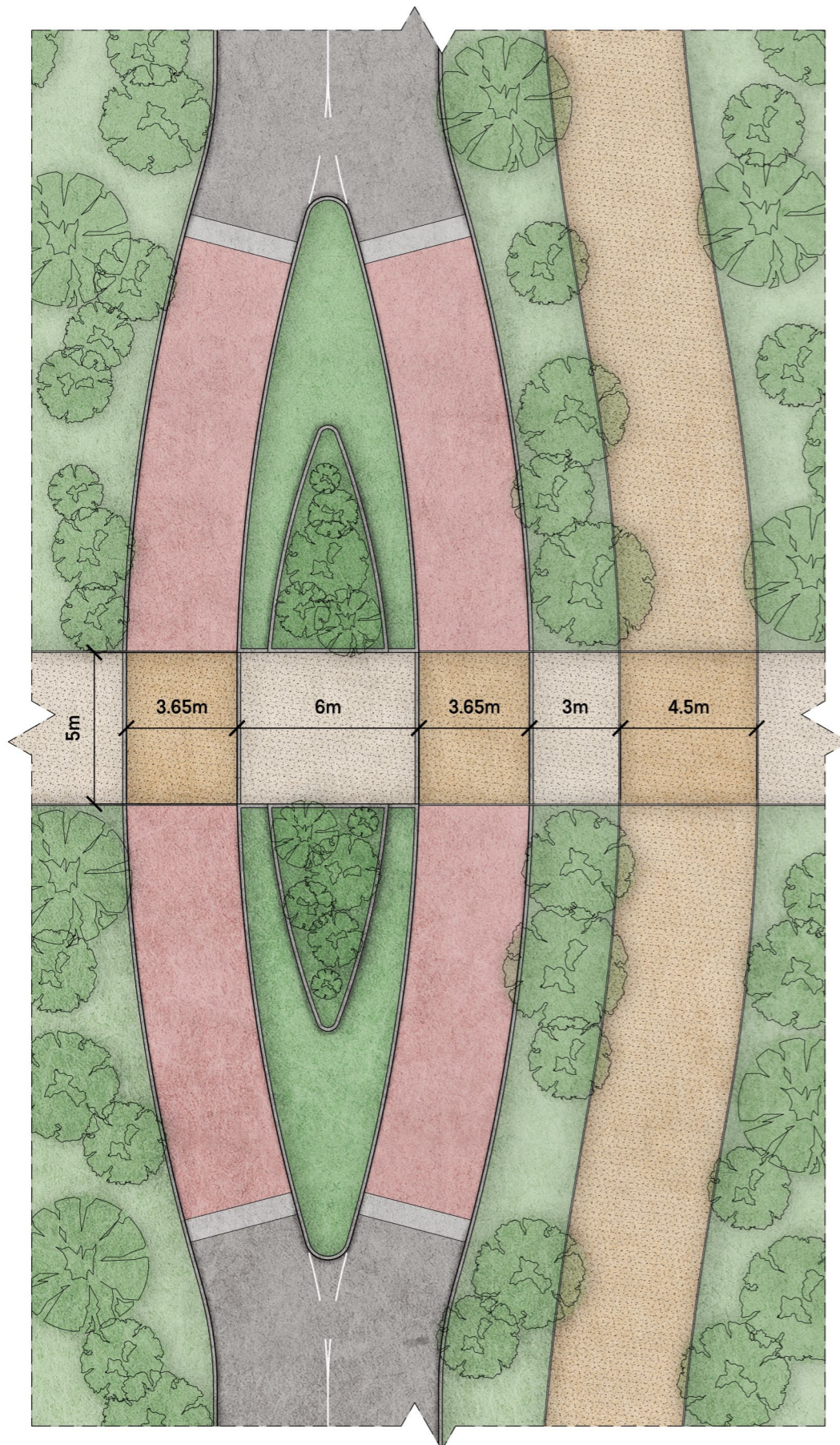
Strategic crossing points will demark pedestrian level access crossing along the Primary Road. In both these instances the road will be split by a naturalised landscaped planter, will splay zones for pedestrian and vehicular visibility designated by mown grass a minimum of 1m, or a low shrub zones.

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.

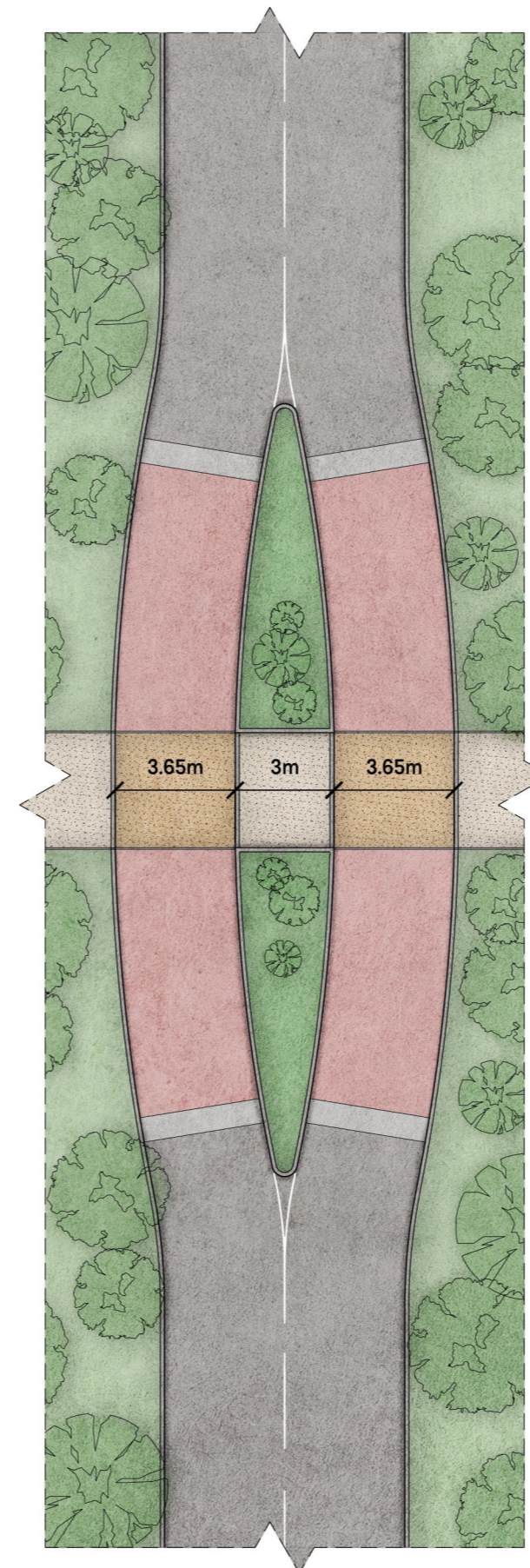
The primary road Gateway crossings will create a larger feature with more mature planting to shield the central crossing point, whilst retaining the visibility splays (Refer to the Landscaping strategy for planting methods). These Gateway features will occur predominantly at the Northern and southern 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.



PRIMARY ROAD - GATEWAY CROSSING POINT



PRIMARY ROAD - TYPICAL CROSSING POINT



6.0 URBAN STRATEGY

6.5.2 Secondary Road Crossing Points

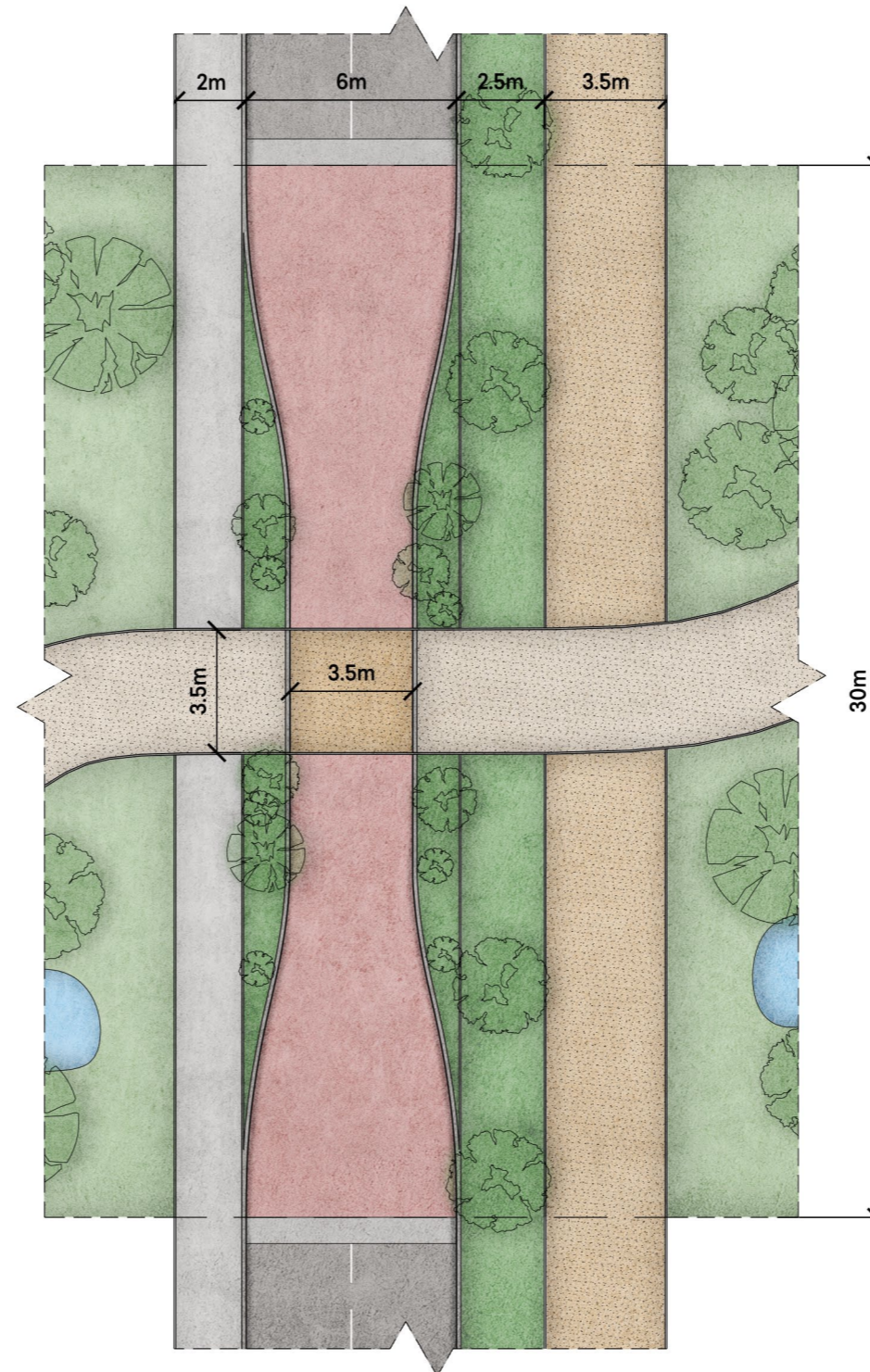
Along the Secondary Roads an alternative strategy will be utilised to enhance the landscaping whilst creating naturalised traffic calming methods. Public crossing visibility will be a priority in all instances, with careful selection of planting to be utilised in each instance, to enhance local character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

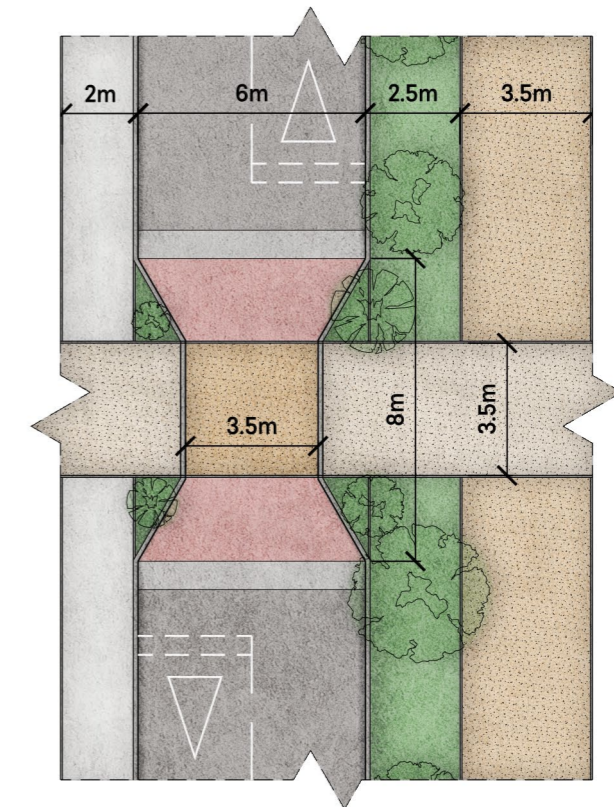
Where a Secondary road crosses a Green corridor, the whole width of the road will be treated in the contrasting material. An organic planter will be utilised across the length to reduce the carriageway width to a single vehicle. The alignment of the single vehicular access can vary in different locations 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

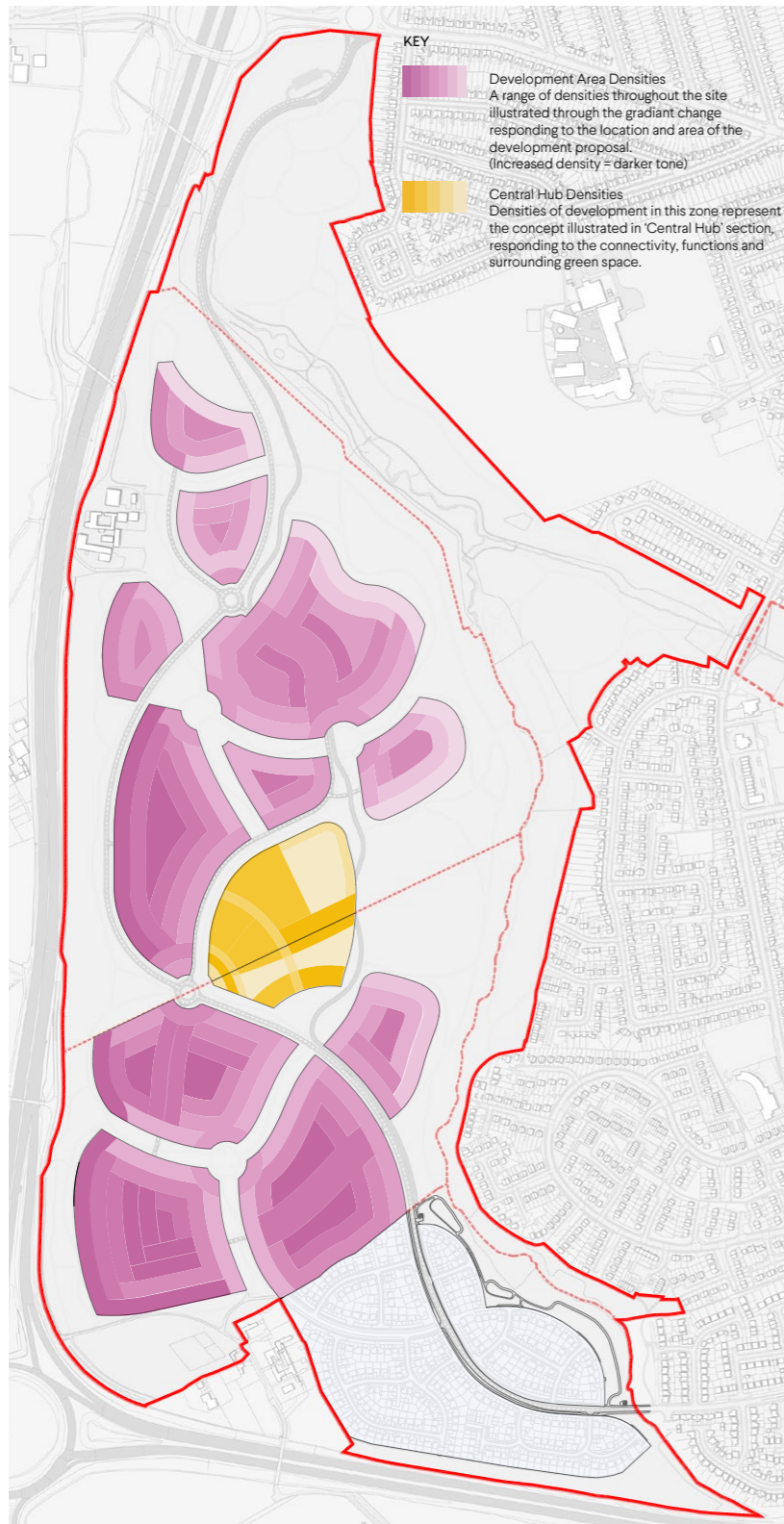


SECONDARY ROAD - TYPICAL CROSSING POINT

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;



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.



6.0 URBAN STRATEGY

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 only 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. 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.

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.

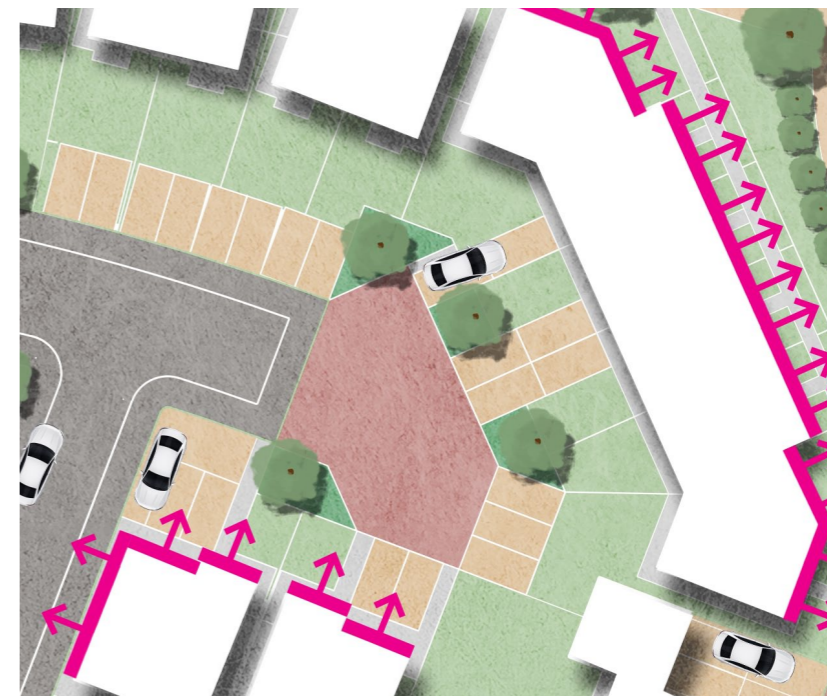
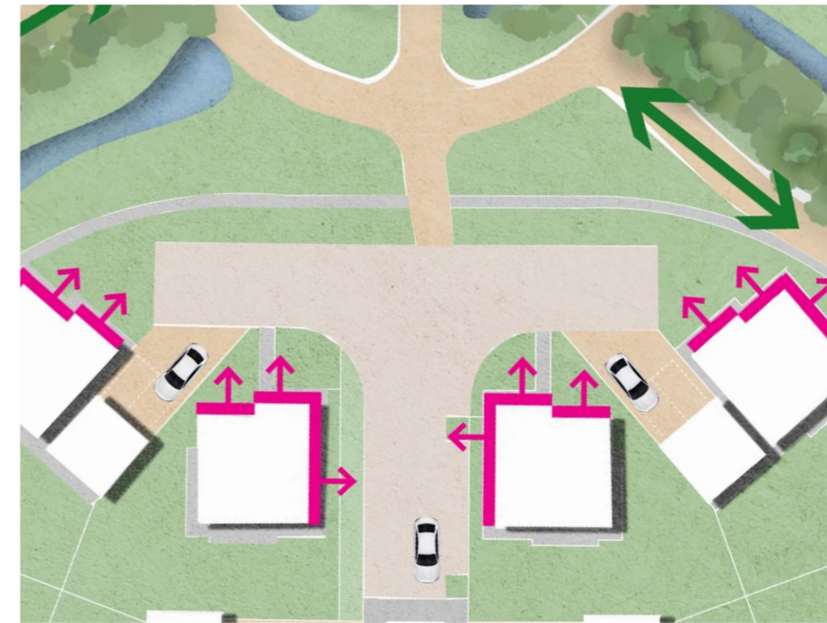
KEY POLICY





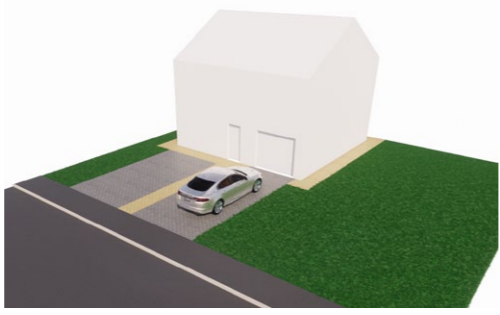
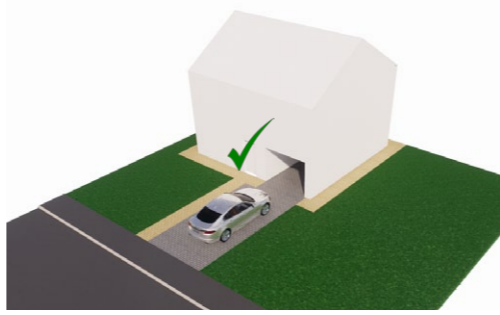
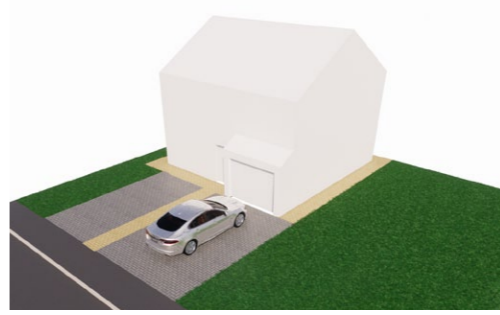
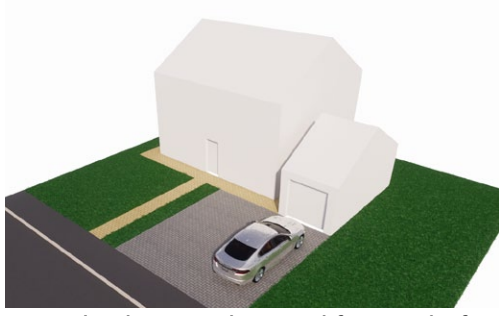
Parking

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.



				
	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 allow 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 begin to define the indicative approach in specific circumstances.

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

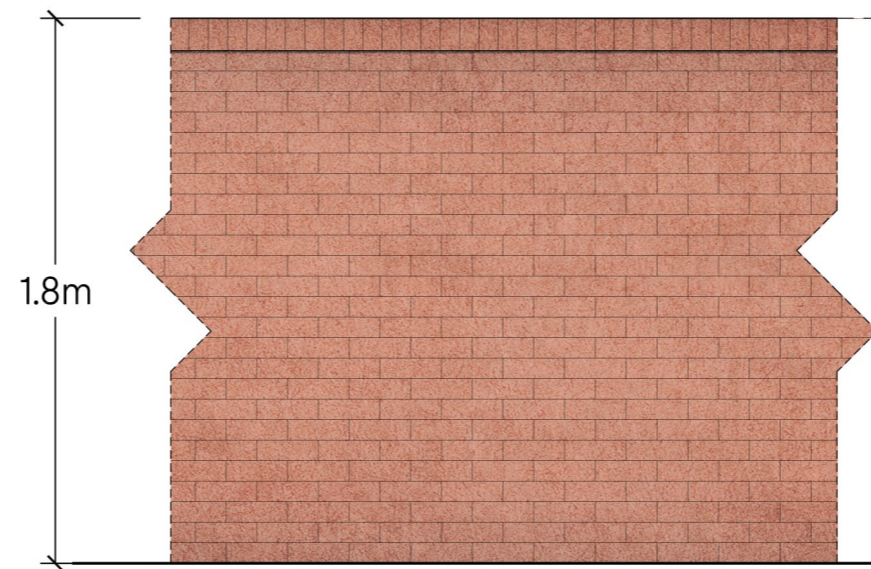
Used between back of garden to back to garden

Close boarded fence with Trellis for permeability

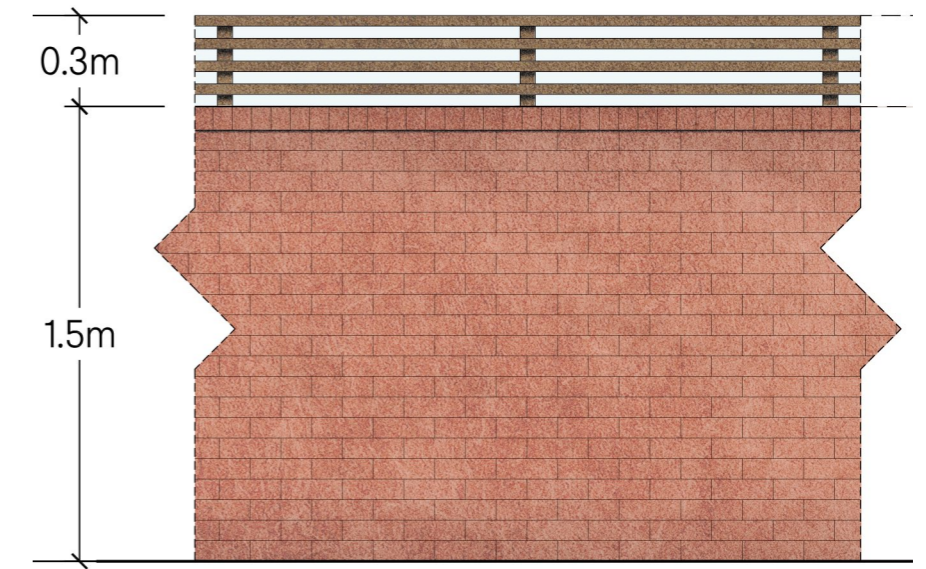
Used between side of garden to adjacent side of garden to encourage community engagement between neighbours.

6.10.2 Private Drive Gateposts

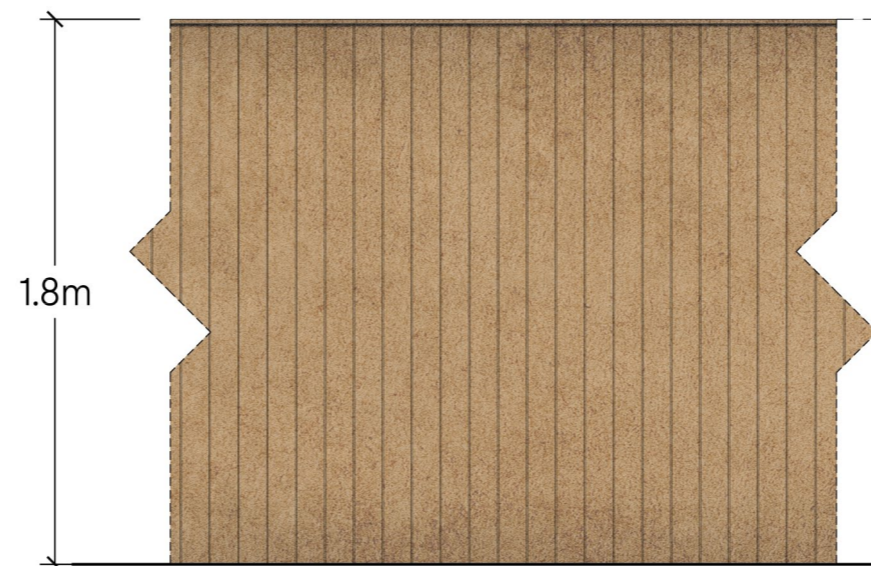
Solid posts should be created to demark the entrance to a private drive at each instance integrating in the placement of drive names. This seeks to encourage community within the cluster and privacy from the wider area as creates distinct neighbourhood threshold change from adopted highways to private. 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



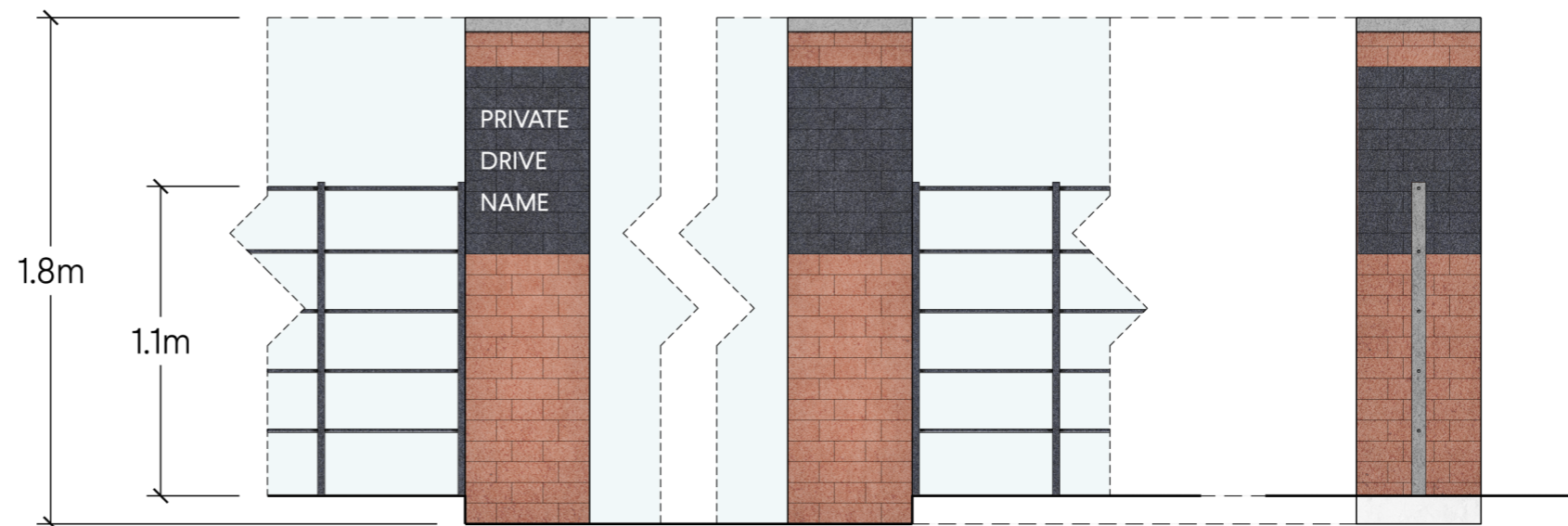
ELEVATION
BRICK WALL - WITH TRELLIS



ELEVATION
CLOSE BOARD FENCE



ELEVATION
CLOSE BOARDED FENCE WITH TRELLIS



ELEVATION
PRIVATE DRIVE GATEPOSTS

SECTION

6.0 URBAN STRATEGY

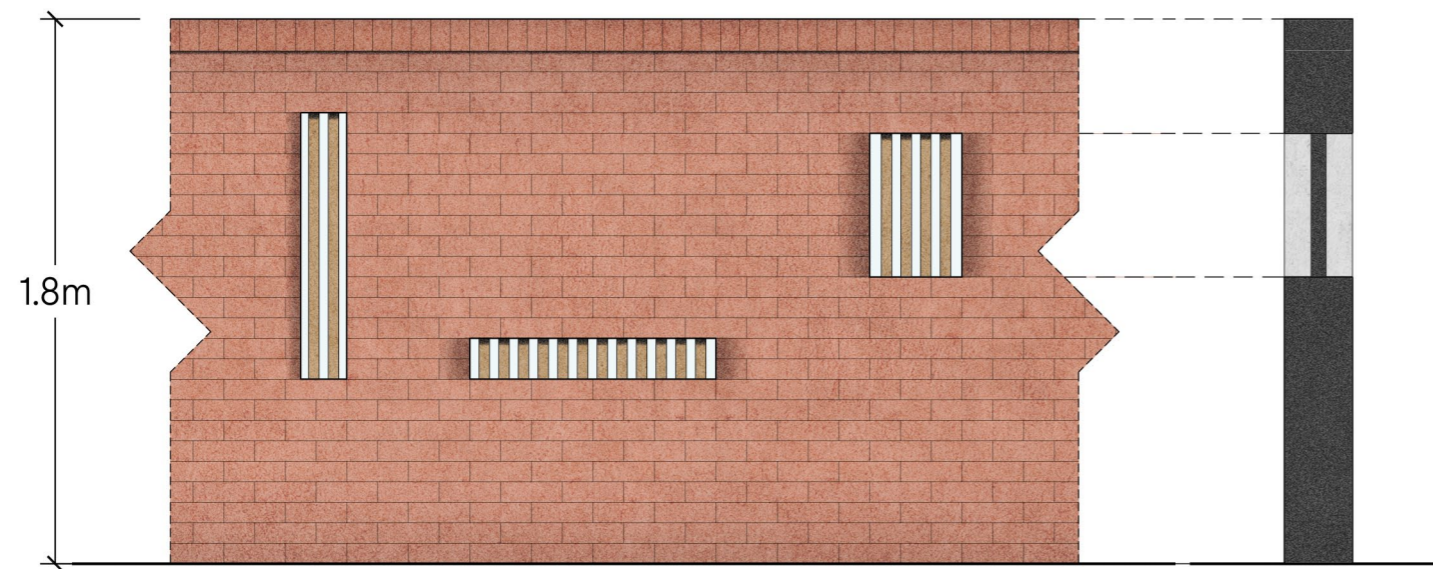
6.10 Boundary Treatments continued.

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.

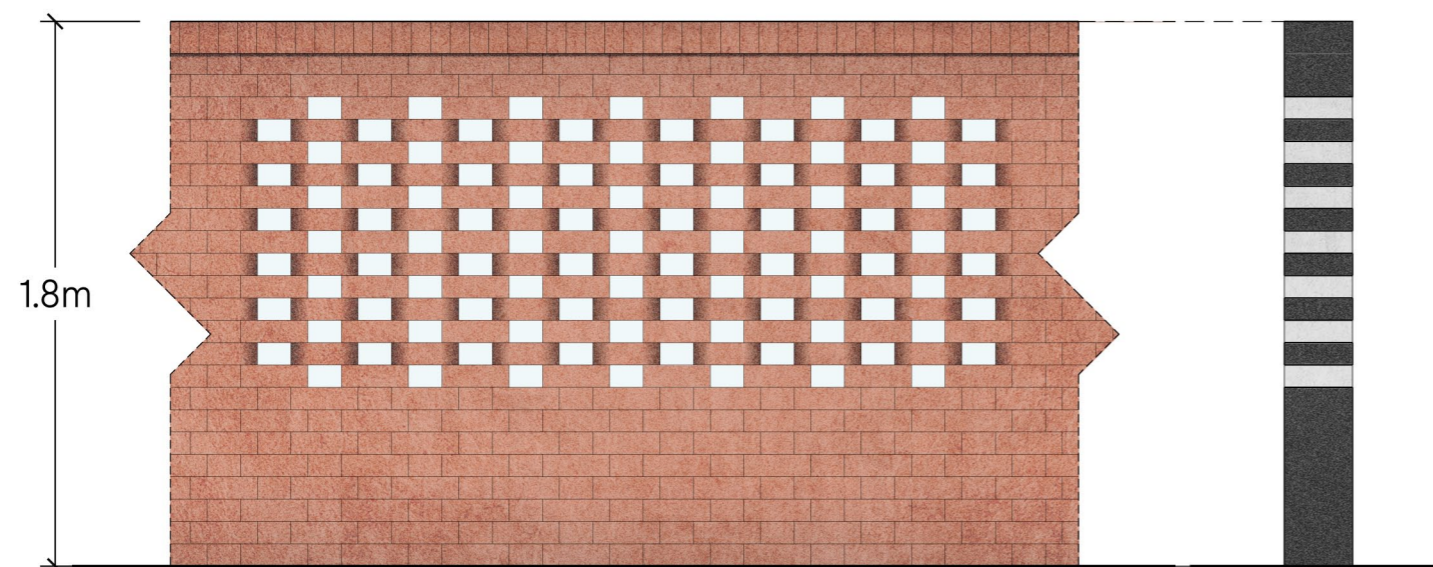
The adjacent examples show a limited number of potential design solutions that could be implemented throughout the site to enhance the urban environment.

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



ELEVATION
BRICK WALL WITH FEATURE HOLES

SECTION



ELEVATION
BRICK WALL WITH HIT AND MISS ENGLISH GARDEN BOND

SECTION



ELEVATION
TIMBER HIT AND MISS FENCE WITH LOW PLANTER

SECTION



6.0 URBAN STRATEGY

6.10 Boundary Treatments continued.

6.10.4 Dwelling - Front Garden Boundaries

Boundaries to the front of dwellings should seek 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

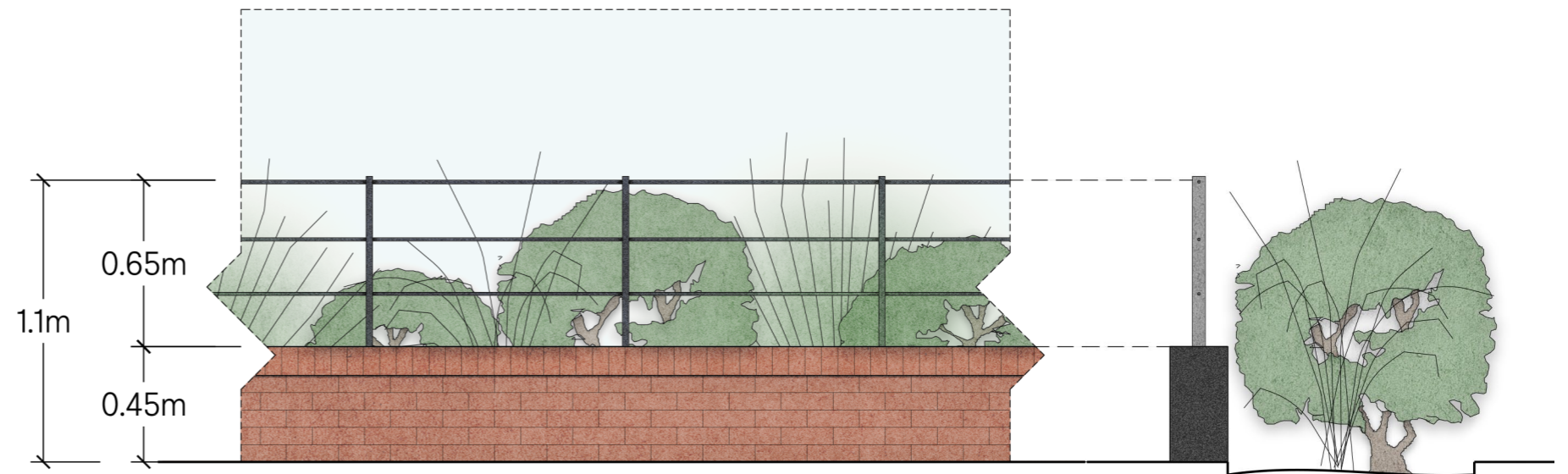
Used where there is a short frontage to the path/road edge and side parking to the property, to create a distinct and modern division from public to private land.

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

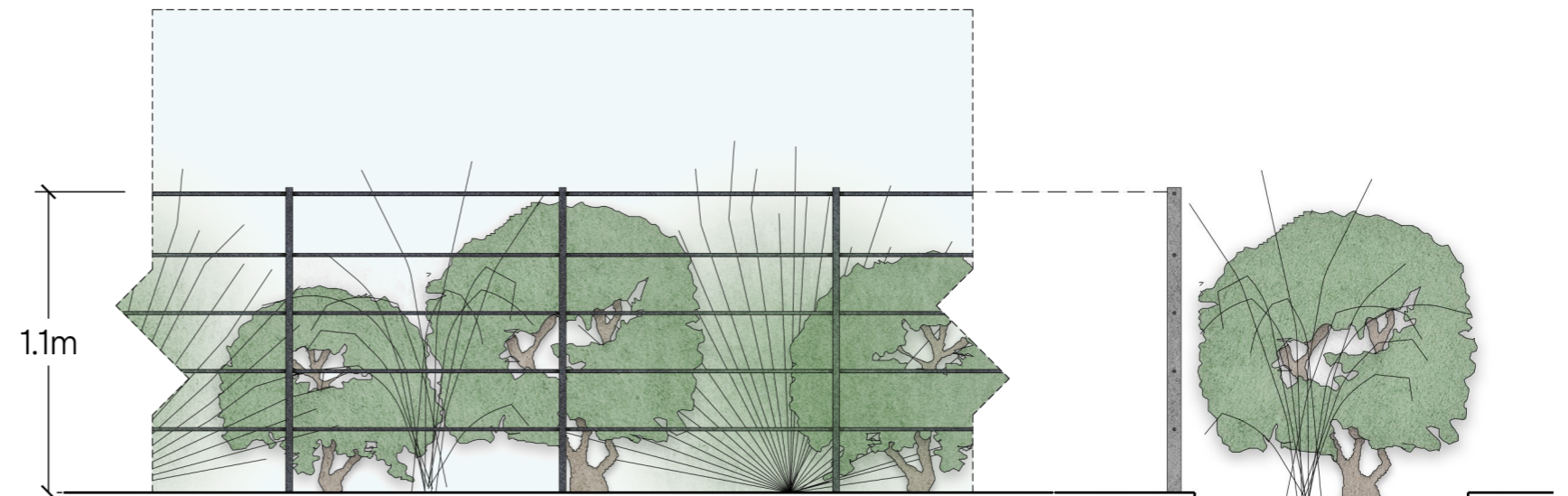
Used in Private drives and shared surface environments to create a more permeable and open solution whilst still distinguishing the private space. More likely to be well maintained in private settings and creates more community.



ELEVATION

LOW BRICK WALL WITH ESTATE RAIL

SECTION



ELEVATION

ESTATE RAILS AND PLANTING

SECTION



ELEVATION

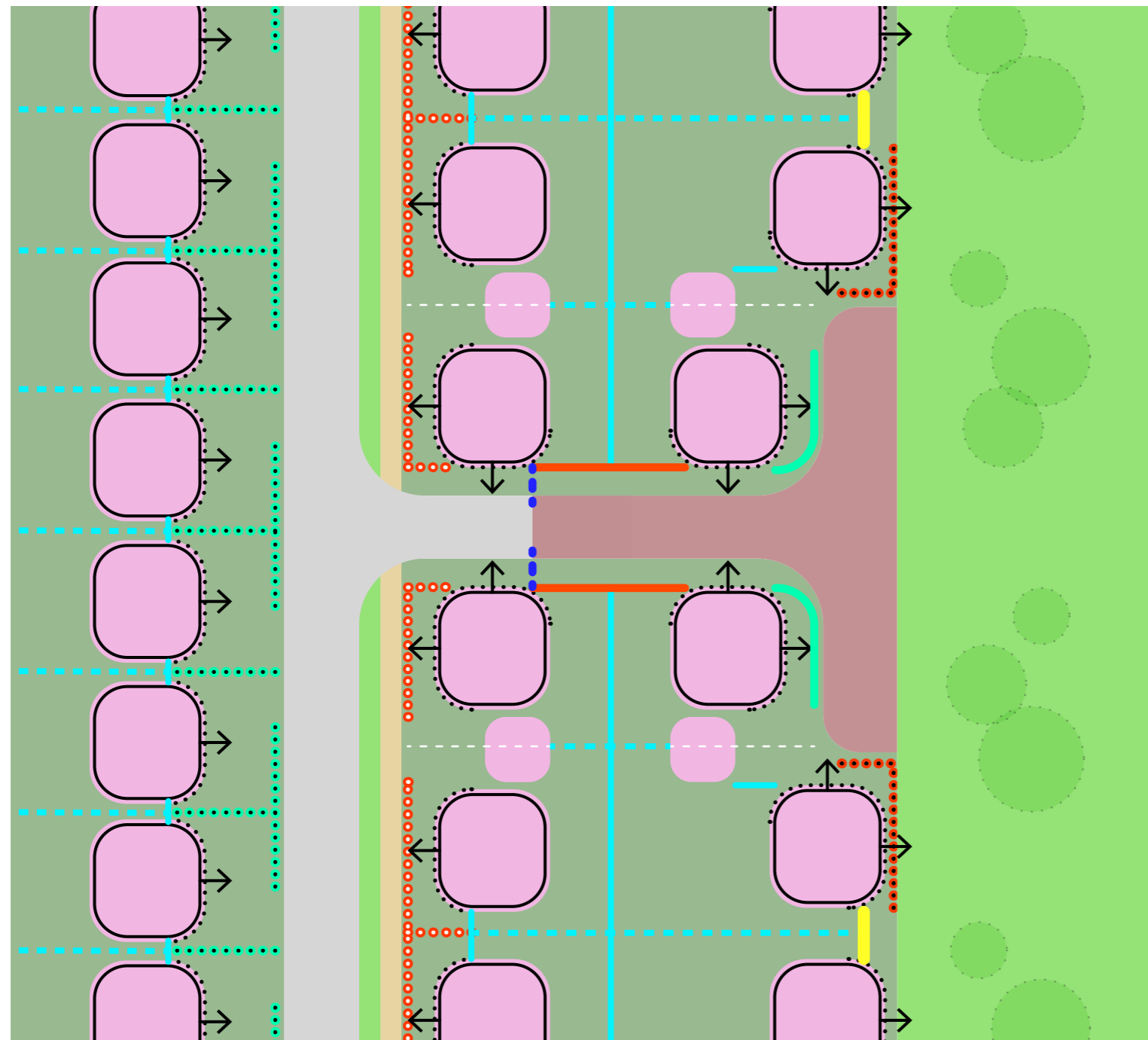
LOW HEDGEROWS AND SHRUBS

SECTION









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

