

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.

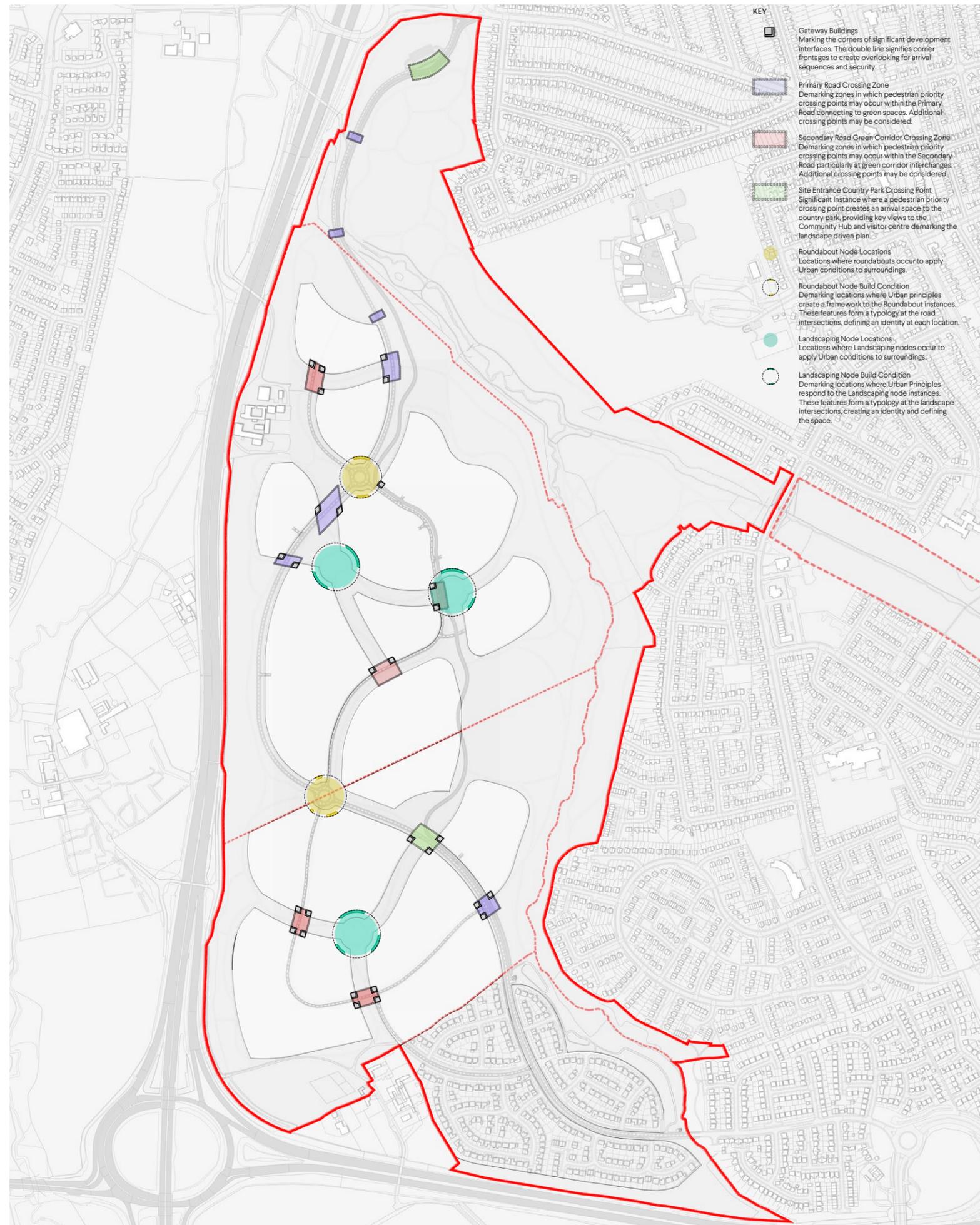
Gateways are to be defined at the passage of vehicular links through landscape space. Treatment of road surface and dwelling location and orientation contribute to the character of the gateway.

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. At this nodes, Locally Equipped Areas for Play (LEAP) are situated to 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.

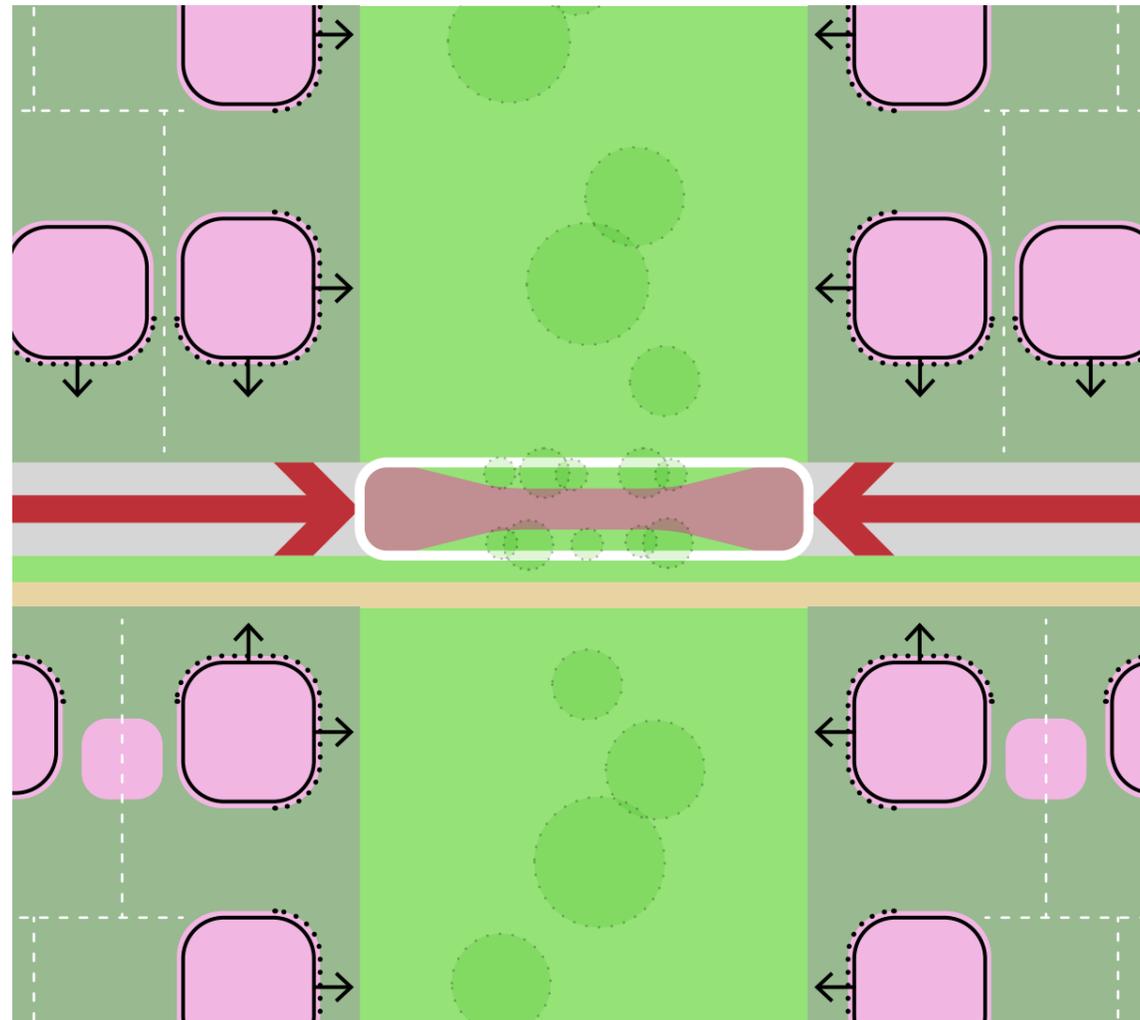


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7.3.1 Green Corridor Crossing

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.



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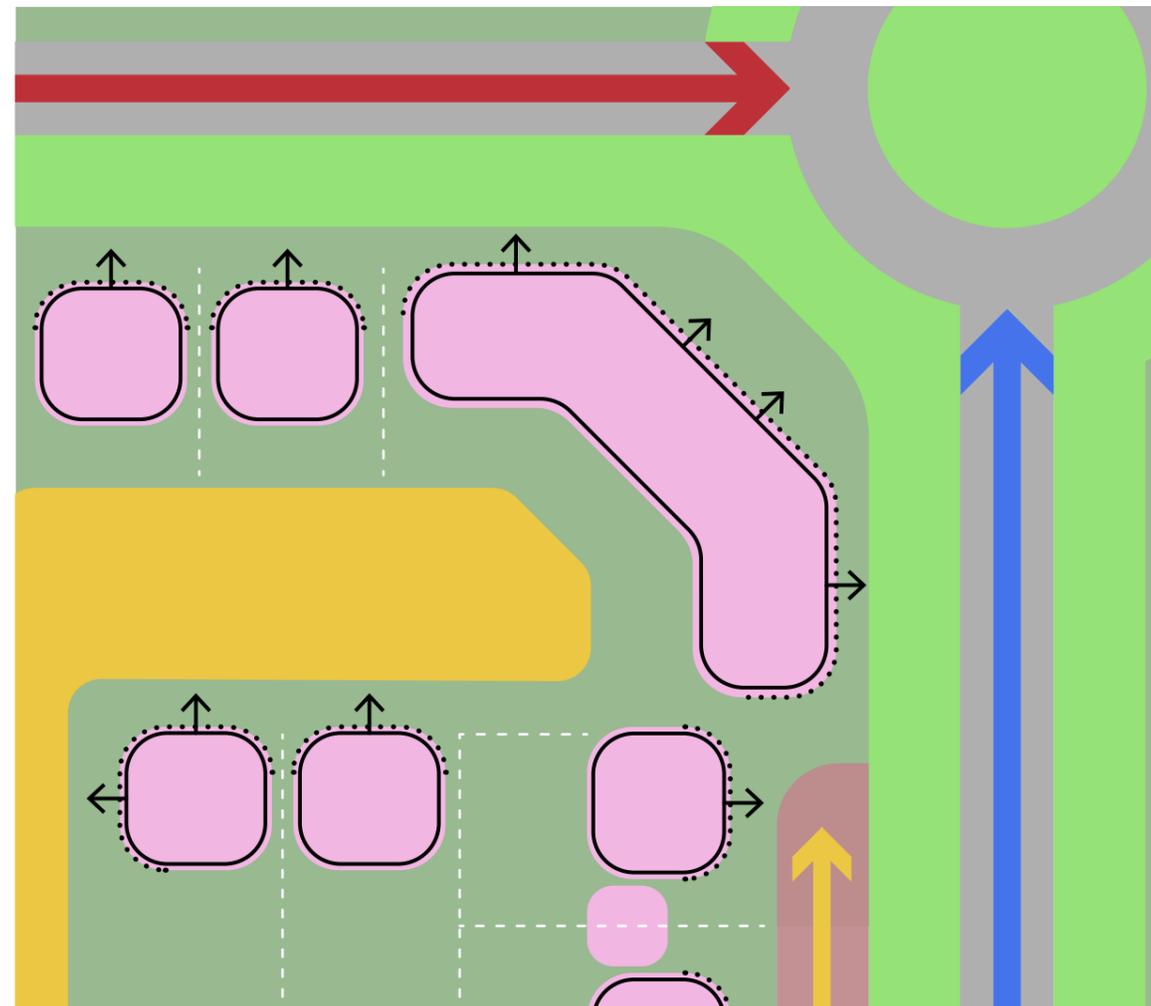
7.3.2 Roundabout Condition and Parking Court

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 be 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.



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

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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

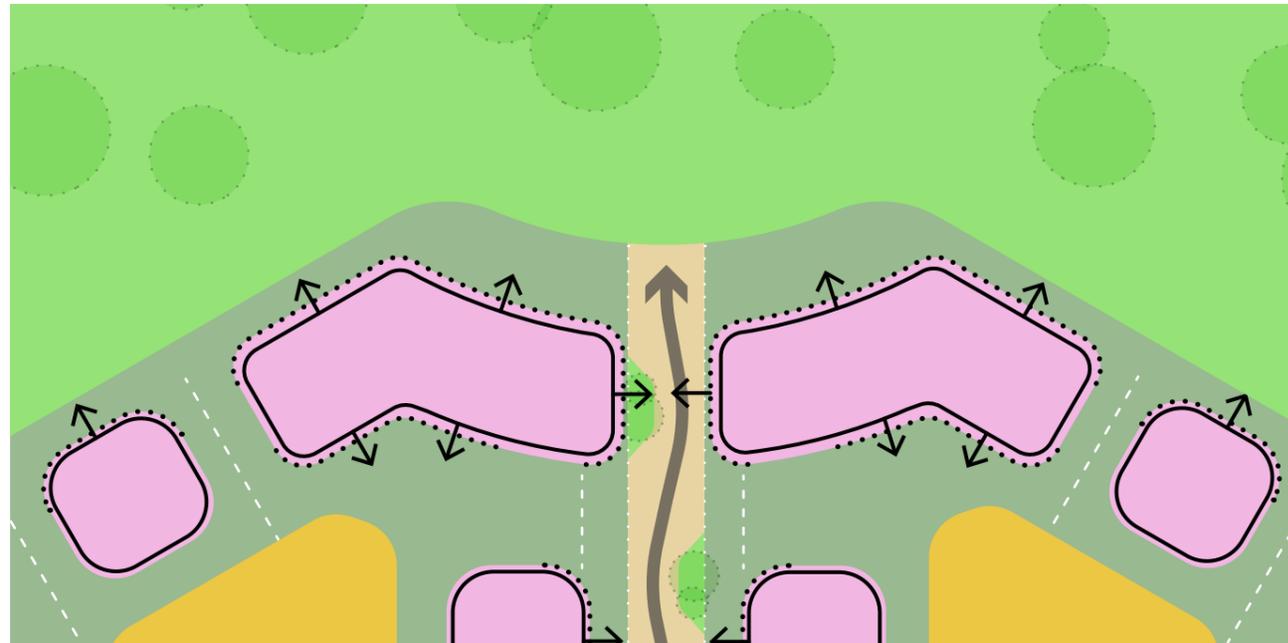
One possible option of addressing a landscape node is by creating a residential hard edge that reacts to the shape of the convergence point.

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.

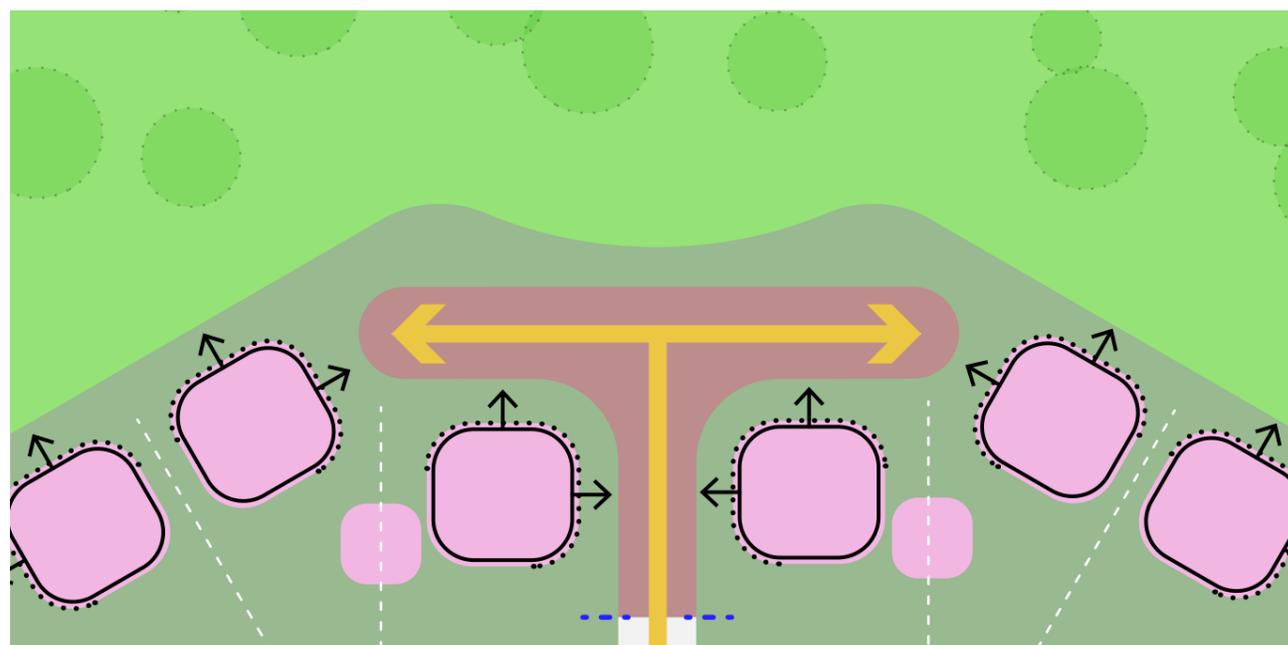
A pedestrian priority environment could then be created, and dwelling pairs at the entrance of these pedestrian routes are to create gateways. As a minimum, one dwelling must have dual aspect to provide surveillance to the pedestrian area. Where spatial separation permits, both gateway houses are to 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



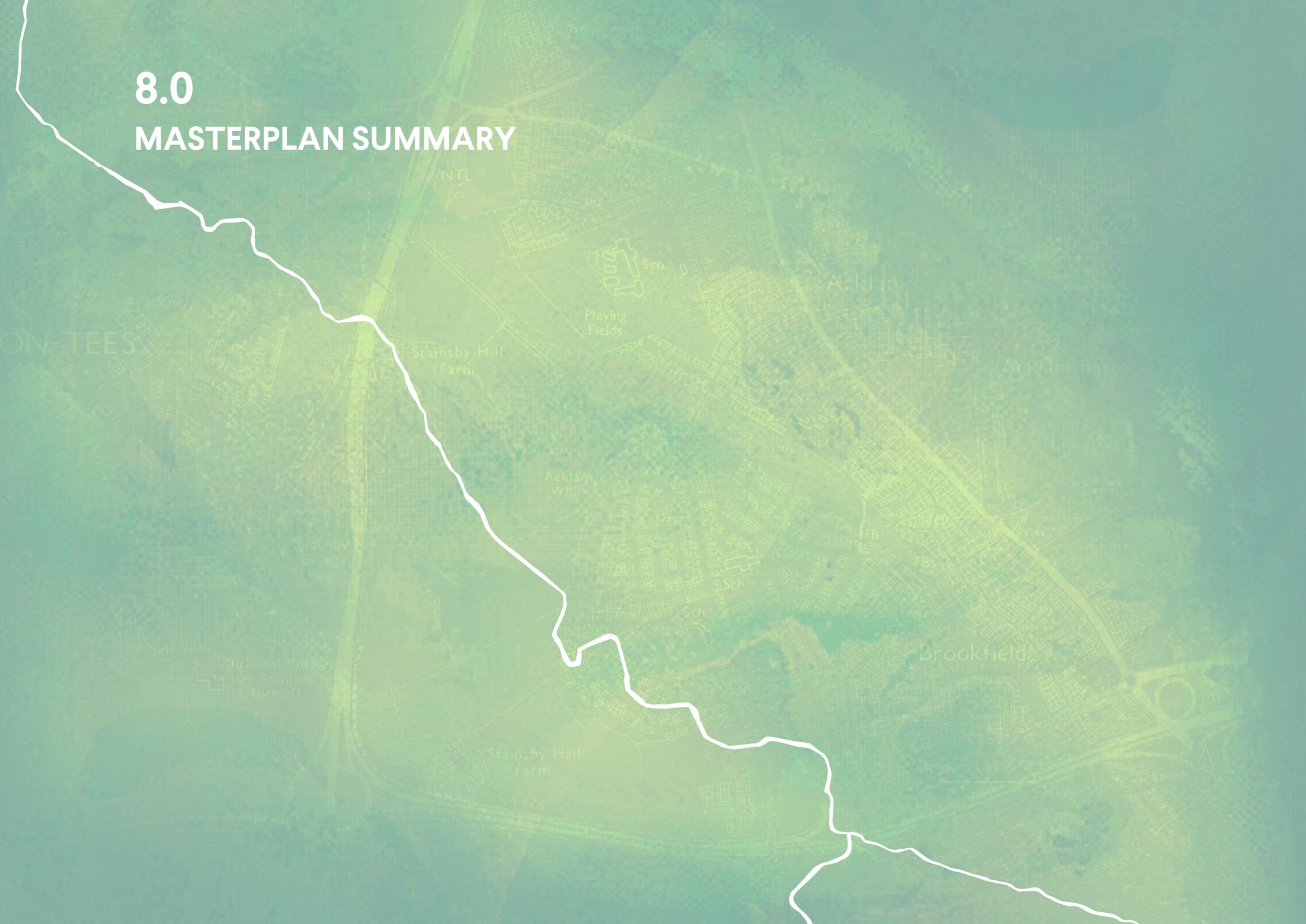
Condition 2

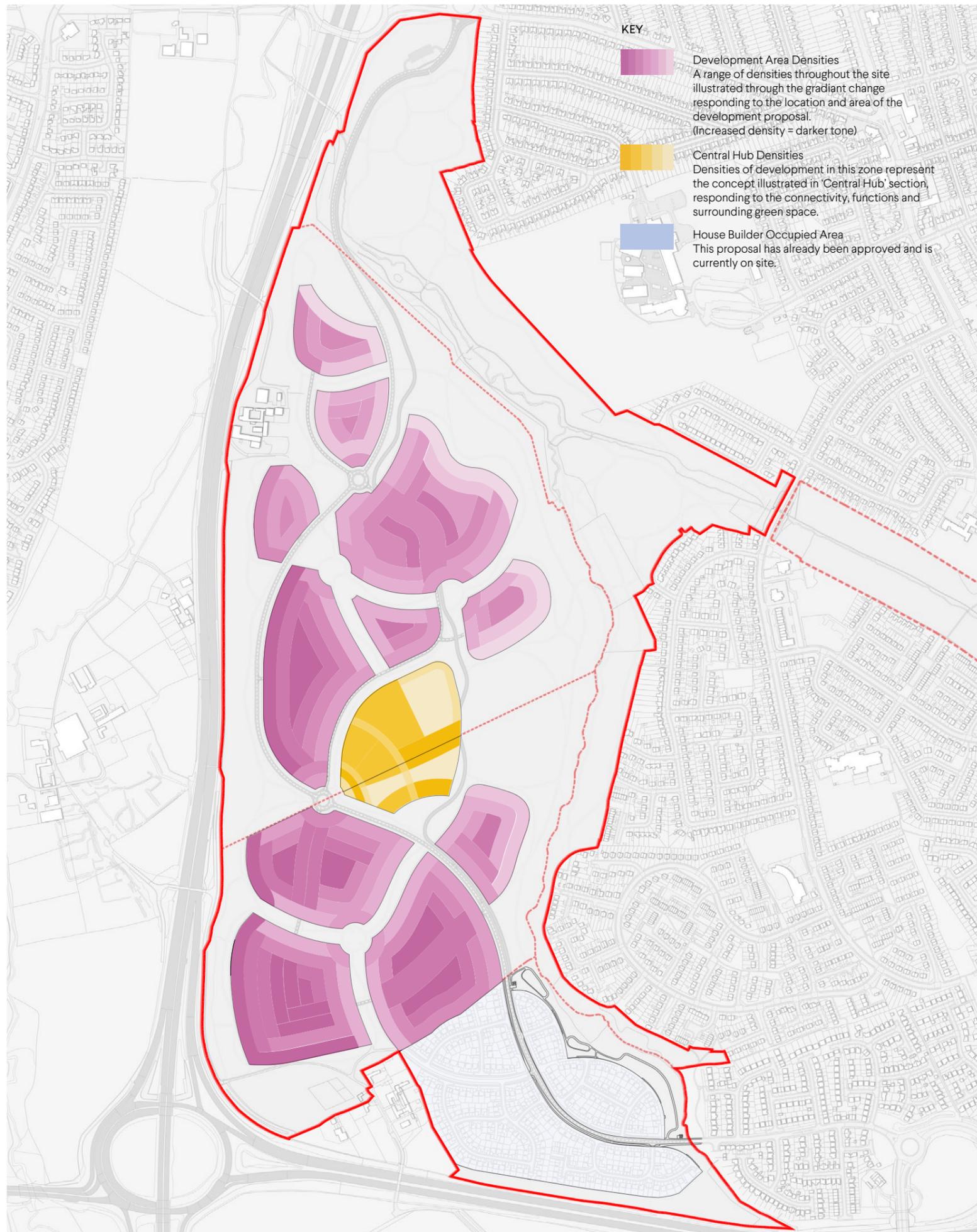
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8.0

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.

KEY

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



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.



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