GRADONARCHITECTURE

Nunthorpe Grange

Design Code

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E	16/07/25	AP

NUNTHORPE GRANGE

MASTERPLAN

DESIGN CODE

GRADONARCHITECTURE

Middlesbrough
moving forward

Contents

Middlesbrough moving forward

GRADONARCHITECTURE

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 Purpose of Design Code

Forward

Nunthorpe has a unique presence and community in the Middlesbrough area and this design code has been created to ensure this is protected and enhanced by the successful delivery of Nunthorpe Grange. This is an exceptional opportunity to deliver high quality new homes in a highly desirable location.

The strong sense of community is seen in the results of a 2010 survey of Nunthorpe Residents and their opinions of their neighbourhood. It found that 5% of the residents had lived in the area for 30 years or more and that 90% of the respondents stated that they were proud to live in Nunthorpe. A survey of local school children also showed that 88% agreed that Nunthorpe was a good place to live. (Source: Nunthorpe Design Statement SPD)

With roots that can be traced back to the Doomsday Book, Nunthorpe has a long-standing reputation for setting the standard. With an expanding 19th Century community based around a new train station, the development of a high quality suburb of Middlesbrough emerged under covenants which defined qualities such as tree lined roads and houses with large rooms. The developments that have followed since have been respectful to the high quality and spacious nature of Nunthorpe.

Purpose

The purpose of this document is to ensure that the development of Nunthorpe Grange becomes a positive extension to Nunthope, providing both high quality homes for new residents and additional facilities for existing residents.

The guidance in this document should ensure that a high quality development is created at design stage which is then retained throughout the approval and construction process. If done successfully Nunthorpe Grange should have a unique character whilst also incorporating some of Nunthorpe's existing features that make it a desirable place to live.

This document is not intended to restrict good design or innovation. It has been structured to deliver guidance of what will be received well and meet the needs and aspirations of Middlesbrough Council and the residents of Nunthorpe. Each section is accompanied by images or annotated sketches to illustrate the concepts, which have been selected or created specifically for this design code, to be used by architects, engineers, planners and developers. Taking a positive approach to using this document to inform the building and landscape character of Nunthorpe Grange is intended to provide a streamlined approach to obtaining the necessary approvals to successfully deliver a high-quality development which brings additional value and interest to Nunthorpe.

1.0 INTRODUCTION

1.2 Site Plan and Local Context

1.0 INTRODUCTION

1.2 The Vision

The vision for Nunthorpe Grange is to create a unique and distinctive extension to the community of Nunthorpe. Nunthorpe Grange is to take a contemporary approach to maintaining and promoting the high quality standards of Nunthorpe which have been in place for over a hundred years.

Community & Connectivity

To be successful Nunthorpe Grange must be well connected to the existing homes and community in Nunthorpe. A meandering network of footpaths and cycleways cross the site linking the new green spaces, connecting back to the existing Nunthorpe community. These paths will be separated from the road traffic to promote safety and encourage walking and cycling to and around the new village green, nature reserve and beyond.

The location of the Nunthorpe Grange site at the edge of Nunthorpe and in close proximity to major transports routes could lead to an isolated development if the concepts of community and connectivity are not integrated into the development.

Homes & Streets

Nunthorpe Grange will consist of high-quality, contemporary and spacious homes set within and around green spaces. Through well thought out design, homes will be located and orientated to best capture of views of green spaces within the site and, wherever possible, views across the open countryside to the Cleveland Hills.

The impact of roads will be minimised and designed to encourage low vehicle speeds. The hierarchy of roads within the site will create a variety of different characters. To reflect the character of Nunthorpe the principal roads within the site will feature a landscaped verge with native tree species. From the principal roads, streets will change to block paved surfaces where pedestrians and cyclists will have priority over vehicle.

Nunthorpe Grange must display a commitment to incorporating the best of 21st Century contemporary home design and place making. This follows the aspirations of the very first development in Nunthorpe, where high quality standards delivered the first part of a successful new community.


TRUMPINGTON MEADOWS © Allies and Morrison


Stokoe Avenue, SIXTWOArchitects © Nick Moss Architects


Beechwood, Basildon © Pollard Thomas Edwards


Sacriston, County Durham © Squires Barnett Architects

1.0 INTRODUCTION

1.2 The Vision

Cars & Parking

Adequate parking provision will be provided away from the street. This will mean the new street scenes will be dominated by greenery and homes rather than cars. The density of the development will allow ample space to provide unobtrusive parking to all homes at the front or side, avoiding the needs of parking courts. Visitor parking will be integrated into the landscape strategy.

Landscape & Nature

The principal green space will be a Village Green that connects across the site linking from Guisborough Road, past the playing fields and to the open countryside beyond. This new green will create a space for families, informal gatherings and public events. Another significant new open space will be the Wildlife Habitant area located in the flood zone, where pathways and boardwalks will meander past ponds and wetlands supporting native wildlife and planting.

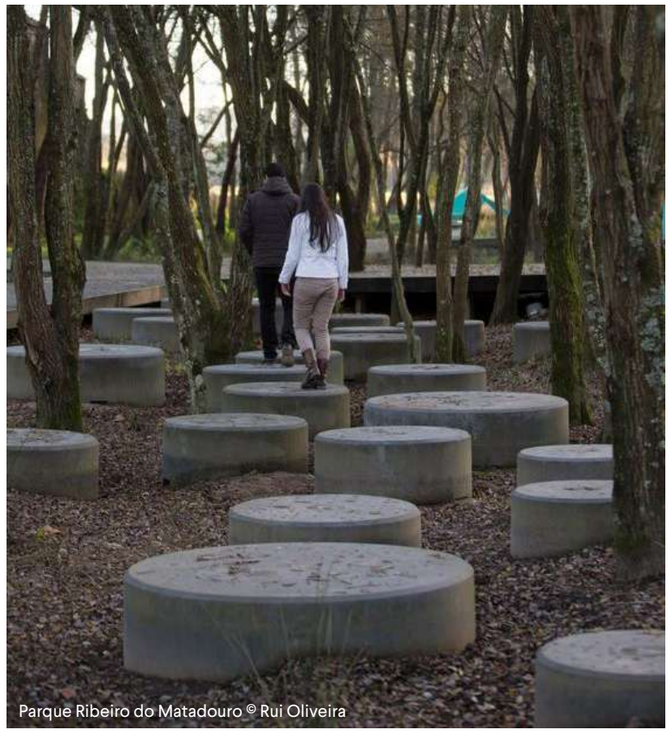
Within the centre of housing areas, development will be interspersed with pocket parks that create the focus for the surrounding homes and create semi-private open space for the residents.


Kromhout Barracks / Karres en Brands © Jannes Linders


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


LOCAL AREA FOR PLAY (LAP) PRECEDENT


Great Land, Corte, Rome © Musacchio Ianniello


Parque Ribeiro do Matadouro © Rui Oliveira


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


Tongva Park © James Corner Field Operations

1.0 INTRODUCTION

1.2 The Vision

Medical Centre

Existing medical facilities within Nunthorpe have outgrown their current premises and there is a need to seek new ones to accommodate the increasing demand and provide modern state medical provision in a purpose built property.

To assist this process approximately 0.5ha of land within the Nunthorpe Grange development site has been identified for a new medical facility. This has been provided off of Stokesley Road and accessed via the new estate road serving the development.

Summary

The significant concepts which were identified are:

- A contemporary residential development.
- Impact of roads and parking minimised.
- Incorporation of good walking and cycle connections.
- Integrate Nunthorpe Grange within the community.
- A high-quality focussed approach to materiality.
- The creation of exceptional public realm.
- A safe and welcoming development.
- A New Medical Centre.

Site Plan

1.0 INTRODUCTION

1.3 Existing Nunthorpe

The Nunthorpe Design Statement SPD provides a thorough review of the development and character of Nunthorpe and should be consulted by any potential developer. The brief analysis below is focussed only on the residential areas of Nunthorpe in close proximity the site.

Development of Nunthorpe first occurred around Nunthorpe Train Station and initially spread along Guisborough Road and to the North West. Large housing estates built in 1950, 60 & 70 dramatically expanded the town and form the majority of the current Nunthorpe. Nunthopre has recently started expanding again with the Grey Towers Estate to the south of Dixons Bank.

Each growth stage has created an area with an individual character which largely reflect the design styles of the period, however there are a number of features that appear largely consistently across the town:

Streets

- The road network in the earlier development is predominantly inter-connected streets.
- Increased number of cul-de-sacs in more recent development.
- Majority of main streets have the pavement separated from the road by a grass verge, sometimes planted with trees.
- Older homes have wall or hedges against the street edge.
- Housing layouts are linear in design.
- Parking is predominantly to the front or side of houses.

Housing Typology

- The majority of properties are detached houses with large gardens.
- The only terraced properties, approx. 30, are located near the train station.
- Significant number of bungalows included in 1970's developments.
- Most of the older large properties have had additional homes built in the large rear gardens.
- Houses predominately use brick as their main cladding. Some render on older properties and extensive use of hanging tiles on 70's properties.

Existing Densities

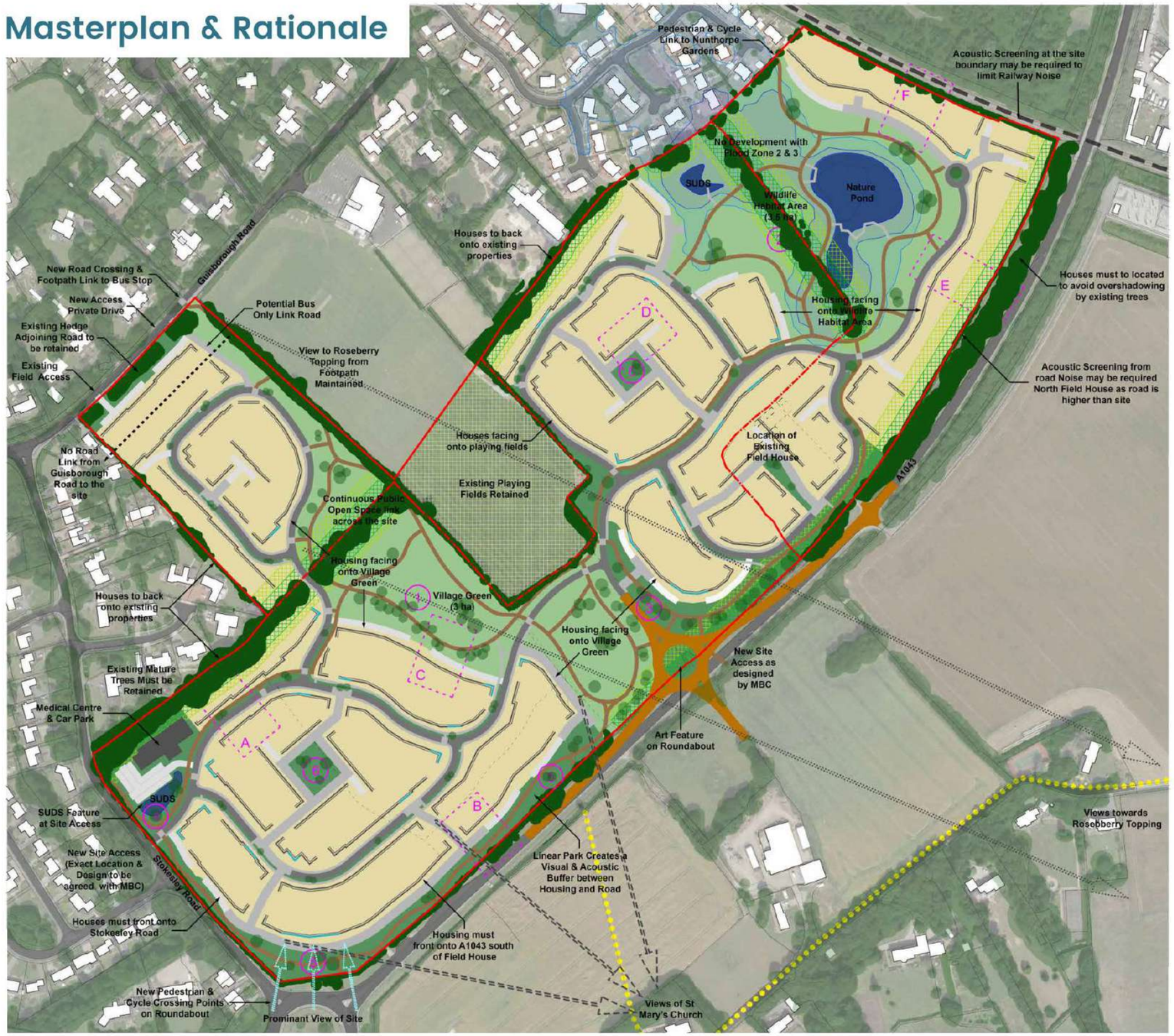
1.	Mallowdale	20 homes per hectare density
2.	Gypsy Lane	10 homes per hectare density
3.	The Avenue	21 homes per hectare density
.	Connaught Road	15 homes per hectare density
5.	Nunthorpe Gardens	11 homes per hectare density
6.	Guisborough Road	6 homes per hectare density
7.	Grey Towers Drive	10 homes per hectare density
8.	Ellerbeck Avenue	16 homes per hectare density

1.4 Review of Existing Masterplan

Before undertaking any assessments / proposals GRADONARCHITECTURE have completed a full review of the Existing Masterplan as completed by Niven Architects.

This foundational process included further site analysis and the development of a combined masterplanning & landscape strategy through further consultations with stakeholders, including the Parish Council.

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



Key

- Site Boundary
- Ownership Boundary
- Developed Area
- Village Green & Wildlife Habitat Area
- Other Public Green Space
- Type A Road
- Type B Road
- Shared Drive & Carpark
- Shared Surface Path
- Line of House Frontage
- Feature Elevations
- Sample Area Location
- Landscape Area Location
- Pond / SUDS
- Edge of Flood Zone 3
- Edge of Flood Zone 2
- Tree Root Protection Area
- No Habitable Buildings Area

Nunthorpe Grange - Masterplan & Rationale
07 December 2018
Revison 4

Source: Nunthorpe Grange Design Code Middlesbrough Council

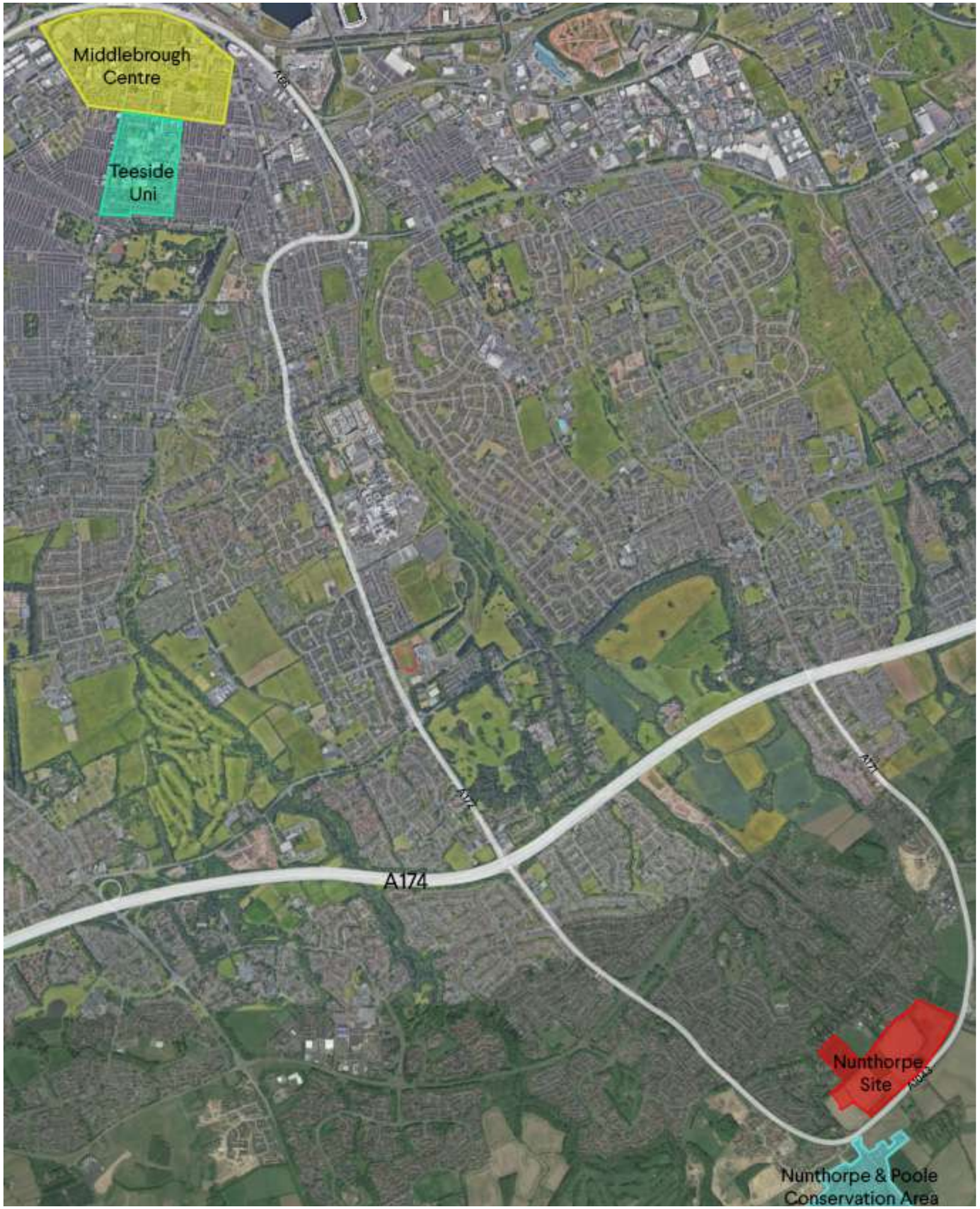
2.0 ASSESSMENT

2.0 ASSESSMENT

2.1 Site Location

The Site is located to the south of Nunthorpe. A destination in the Borough of Middlesbrough in North Yorkshire, England. Historically part of the North Riding of Yorkshire.

Nunthorpe village is situated about 1 mile (1.6 km) to the south of the main suburban area.



2.0 ASSESSMENT

2.2 Site Constraints & Opportunities

Only by Identifying the site's constraints and opportunities can a design approach be created that minimises the effect of the constraints and maximises the opportunities. As a developer progresses a detailed design, additional constraints and opportunities may be identified that must be addressed and incorporated into the final design.

The site currently comprises 26.5 hectares of greenfield land anda single dwelling. The land is currently in varying separate ownerships as noted on the adjacent plan:

- Sir Colin Harrison
  Persimmon Homes Possession
- Middlesbrough Council (part of which is leased to Marton & Nunthorpe Playing Fields Association)

Policy Context

The following documents provide the policy context for this masterplan.

- Middlesbrough Hosuing Local Plan
- Middlesbrough Publication Local Plan
- Middlesbrough's Urban Design Supplementary Planning Document
- Tees Valley Design Guide & Specification.
- The 2011 Nunthorpe Design Statement.
- Supplementary Planning Document.

2.0 ASSESSMENT

2.3 Site Views

View 1

The view of the site from Poole Roundabout is very important as this will be the first view of the development for any cars approaching the site from the south or east. Features:

- Site is relatively open to the roundabout.
- Slight screening provided by a low hedge and half a dozen small trees.
- Long views to Flatts Lane Woodland Country Park.
- Mature trees screen the edge of Nunthorpe.

View 2

Taken from just within the site boundary. There is currently a mature hedge at the site boundary which limits any views into the site. Features:

- Relatively flat topography of this part of the site.
- Line of mature trees, on the left of the photo.
- St Mary's Church can be seen through the trees.

View 1

View 2

2.0 ASSESSMENT

2.3 Site Views

View 3

This photo is taken from just off Guisborough Road at an existing field gate access. Features:

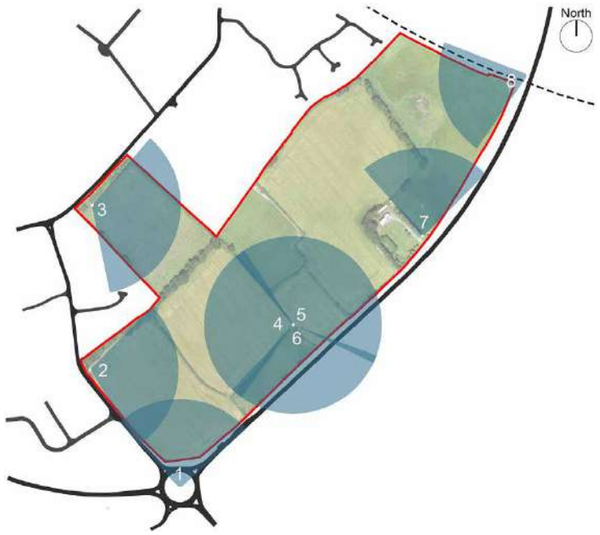
- Existing house, on the right of image, has windows overlooking the site.
- Mature line of trees crossing the site.
- Long View of Roseberry Topping. This a significant view that can be seen from all along Guisborough Road.
- Partly obscured view of St Mary's Church can be seen through the trees although it will not be viable when the trees have leaves.
- On the left of image, part of the bank of tree cover that front Guisborough Road.

View 3

View 4

View looking from the centre of the site towards Stokesley Road. Features:

- Two of the main hedgerows that cross the site.
- Mature trees on the edge on the site boundary and crossing the site.



View 4

2.0 ASSESSMENT

2.3 Site Views

View 5

View looking from the centre of the site towards the playing fields and north part of the site. Features:

- The existing playing fields surrounding by low hedges.
- Houses on Nunthorpe Gardens.
- Evergreen greens round Field House.
- Deciduous trees along the A10 3.
- Long views to Flatts Lane Woodland Country Park.

View 5

View 6

View looking from the centre of the site towards the A10 3. Features:

- Deciduous trees along the A10 3.
- Partly obscured View of St Mary's Church can be seen through the trees although will only be partly viable when the trees have leaves.

View 6

2.0 ASSESSMENT

2.3 Site Views

View 7

View from near the entrance of Field House looking north. Features:

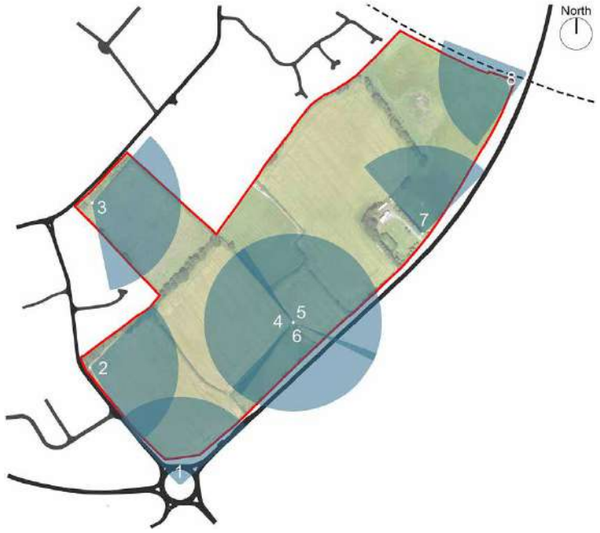
- Undulating levels of site.
- Mature trees adjoining the A10 3 and crossing the site.
- Long views to Flatts Lane Woodland Country Park.

View 8

View looking south over the site from the road bridge crossing the railway line. Features:

- Elevation of the A10 3 is significantly higher than the site. Approx 6m higher at this point.
- Natural Pond that has formed in the area of the flood zone 3.
- Mature line of trees crossing the site.
- Houses on Nunthorpe Gardens that directly adjoin the site.
- Railway close to site boundary and at the same elevation.

View 7



View 8

2.0 ASSESSMENT

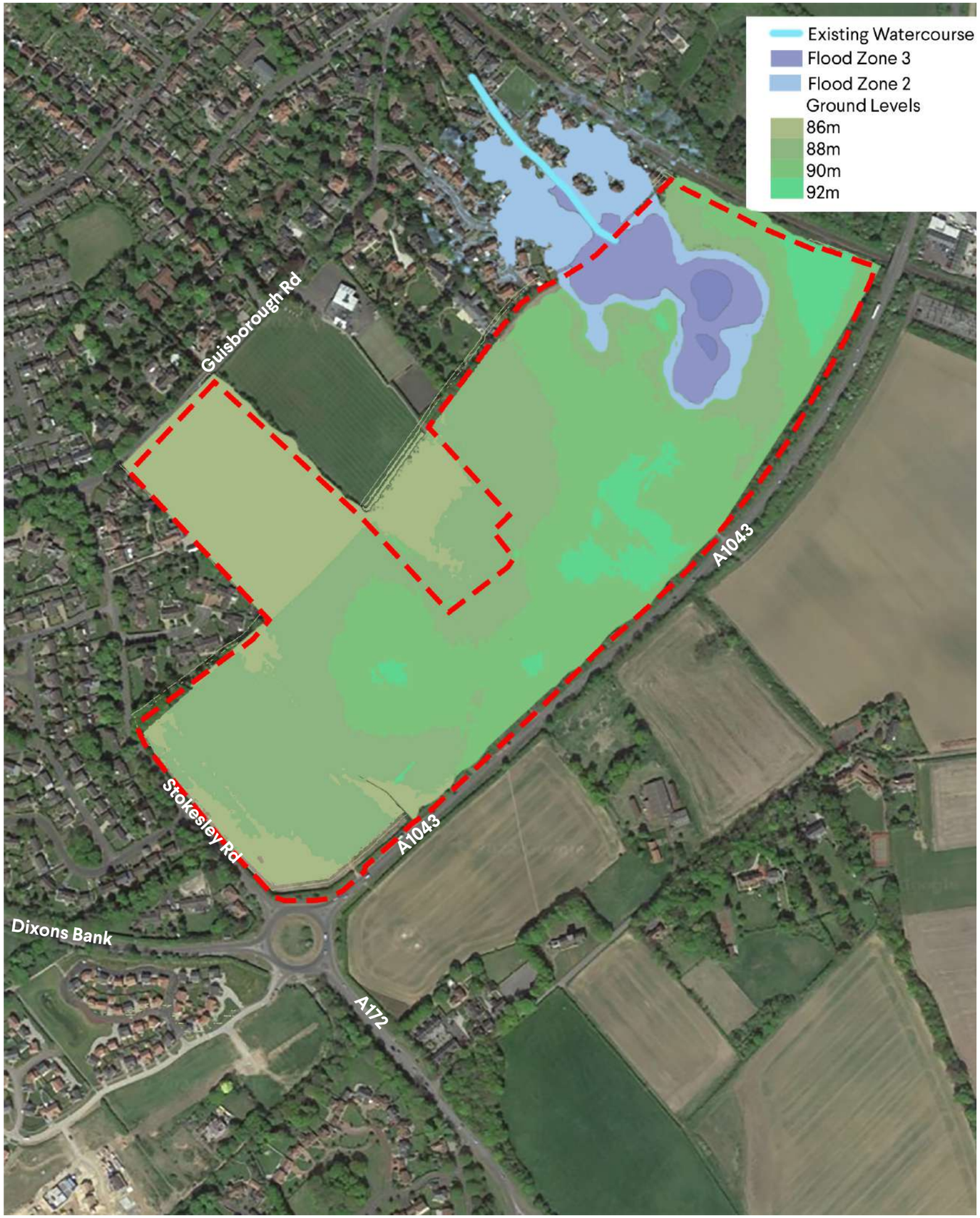
2.4 Topography & Flood Risk

The topography of the site is gently undulating ground. No significant ground features have been identified. There is approximately 6m between the highest and lowest parts of the site.

The highest parts of the site are generally close to the boundary with the A10 3 with a couple of higher points within the centre of the site and in the north east corner.

A significant part of the north of the site (approx 2.5 hectares) is classified as flood zone 2 & 3. In the lowest part of this flood zone area a natural pond has formed, surrounded by boggy ground. This area is recognised as the source of Ormesby Beck which flows off the site to the North West through the housing in Nunthorpe Gardens. Any development in this area must take into account how it will affect the flood zone and Ormesby Beck and mitigate against any negative impact.

The rest of the site does not feature any other significant streams, drainage ditches or permanent standing water. During the winter small areas do become waterlogged but it is not anticipated that this would have any effect of the ability to develop these areas.



2.0 ASSESSMENT

2.5 Site Access

There is currently no access road into the site suitable to serve a new housing development.

Therefore at least one new access will be required.

A significant part of the site boundary adjoins surrounding roads, however the potential points where new junctions can be safely created is limited due to existing junctions, visibility lines and topography.

An assessment has been made by Middlesbrough Council Highways which considers suitable locations for new site access junctions. The exact location and type of junction to be provided can ultimately be established by the developer with guidance from Middlesbrough Council.

A1043 Access

A preliminary junction design has been developed to indicate a point of access to the site from the A10 3. Further detailed design of this junction will be required at a later stage, in collaboration with transport consultants.

No other junction should be created from the A10 3.

Stokesley Road Access

The Stokesley Road access is via an existing T-Junction that serves the already built medical centre.

2.0 ASSESSMENT

2.6 Rights of Way & Connections

Right of way

There is one Public Right of Way footpath that crosses the site from Guisborough Road to the A10 3. For the majority of the path's route it runs along the edge of the sports field and is separated from the rest of the site by trees and hedges, only the southern end of the path is across open fields. As you walk southwards from Guisborough Road there is a very clear view of Roseberry Topping and the surrounding countryside.

This Right of Way across the site must be retained and ideally enhanced. Depending on the development layout it may be appropriate to slightly alter the route however the open aspect and views to Roseberry Topping must be retained.

Existing Connections

There is an existing shared pedestrian & cycle route to the south of the site along the Dixons Bank (A172). This route connects with the wider cycle network. A safe connection to this route from the site should be established.

Nunthorpe train station is located on Guisborough Road 0.3 miles north of where the site boundary where the public footpath meets Guisborough Road. This station provides a link to Middlesbrough and beyond.

Potential Connections

The potential location for a new Park & Ride train station has been identified to the east of the site. This must be considered when designing the new road junction required on the A10 3 and the incorporation of appropriate pedestrian & cycle routes across the site.

2.0 ASSESSMENT

2.7 Trees & Hedges

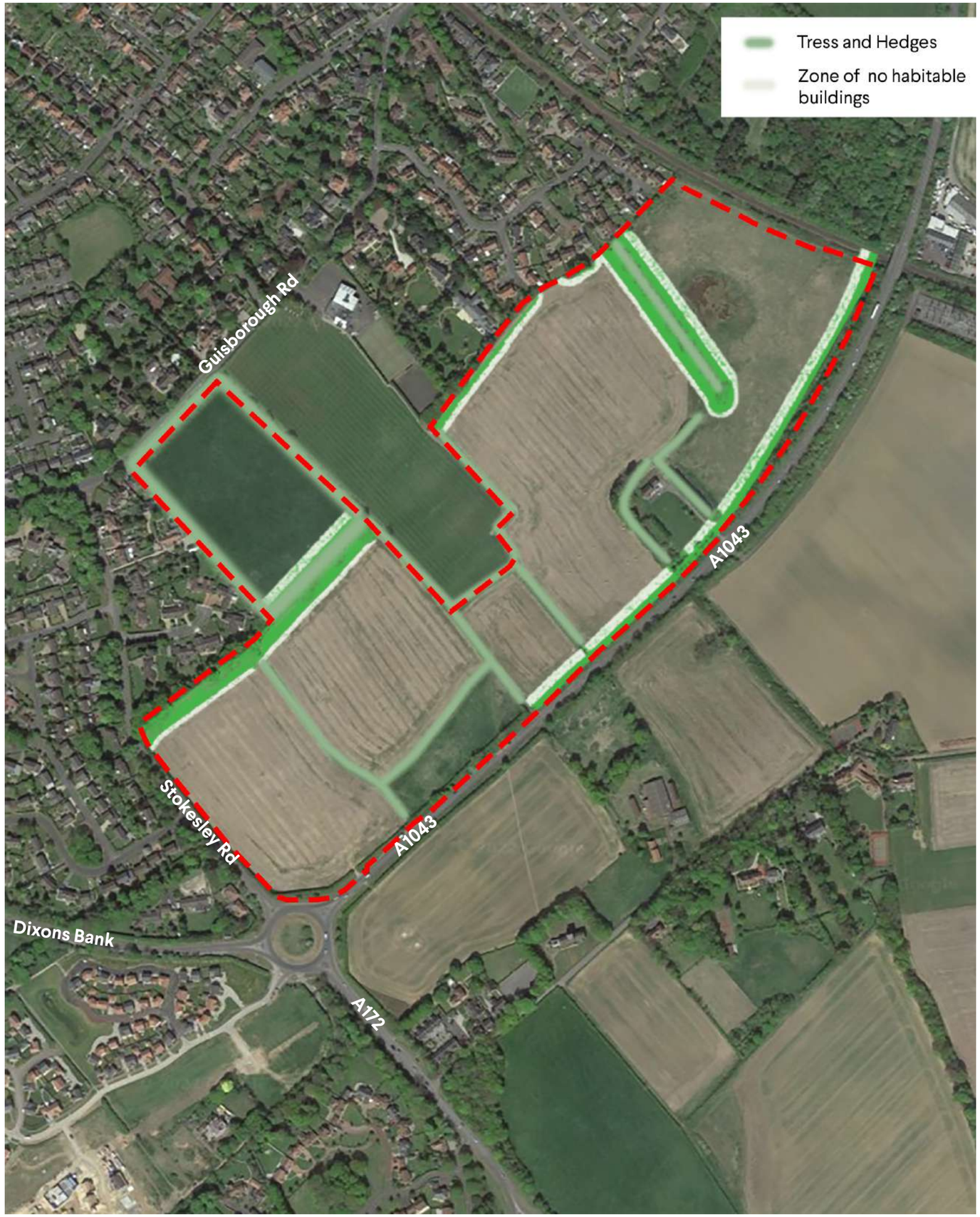
The site is predominantly agricultural fields with hedges as the majority of the fields boundaries. As part of any new development, the most important hedge boundaries that must be retained are those on the site boundary where it adjoins the surrounding roads.

Given the size of the site and number of trees in the surrounding area, there are relatively few mature trees located within the site. The mature trees that are located within the site are mainly located in two rows that cross the site where site ownerships change. There are a significant number of trees on, or just outside, the site boundary that will also have an impact on any development.

All mature trees within and adjoining the site must be retained and protected. An indicative 10m root protection zone has been shown at this stage, the exact size of the required root protection zones will need to be determined by the developer based on detailed survey of tree location and size. No construction will be permitted within the designated root protection zones. The only exception to the above would be for the creation of access roads where no other route is possible.

In addition to the root protection zone, to avoid oppressive overshadowing of new homes, the following additional buffer zones are proposed. A developer will need to provided proof that overshadowing will not occur if they want to construct housing in these areas.

- 20m buffer from habitable buildings to tree trunks, where trees are to the South.
- 15m buffer from habitable buildings to tree trunks, where trees are to the North.



2.0 ASSESSMENT

2.8 Air Quality & Easements

The most significant issues regarding air quality are anticipated to be traffic noise from the surrounding roads and railways. There a number of areas that have been identified as likely to have higher road noise issue:

- The area Poole roundabout has a high intensity of traffic use and vehicles accelerating away from the roundabout will generate greater noise.
- The A10 3 north of Field House rises in elevation to cross the railway bridge. This will allow noise from the road to travel further into the site and make noise attenuation more difficult.

Appropriate solutions to mitigate any noise pollution will need to be incorporated into the design.

There are limited services crossing the site. A water pipe (size unknown) crosses the site as shown. This however could be easily diverted, if required, to suit a development layout.

A set of underground High Voltage electrical cables are located to the south of the A10 3. The easement associated to these may affect the location and design of any proposed junction from the A10 3.

2.0 ASSESSMENT

2.9 BNG Assessment

Baseline Biodiversity Net Gain (BNG) Assessment

Completed by: Eco North
Purpose: Initial Biodiversity Net Gain (BNG) Assessment
Status: Preliminary Findings
Future Requirement: Further assessments needed at later stages when detailed designs are available

Assessment Overview

Eco North has been commissioned to undertake an initial BNG assessment for the site. This report presents an early-stage evaluation to provide an indicative baseline for the site's biodiversity status. It is important to note that this is a preliminary assessment, and subsequent, more detailed assessments will be required as the project progresses and specific designs are developed.

Findings

The findings of this assessment are illustrated in the adjacent diagram and are outlined in the following sections. These results reflect the current ecological value of the site.

Further detailed analysis will be conducted in future phases to refine these initial conclusions, ensuring that full compliance with relevant BNG guidelines and maximising opportunities for biodiversity improvements is accomplished

ECN24 028 Nunthorpe Grange BNG V1 -

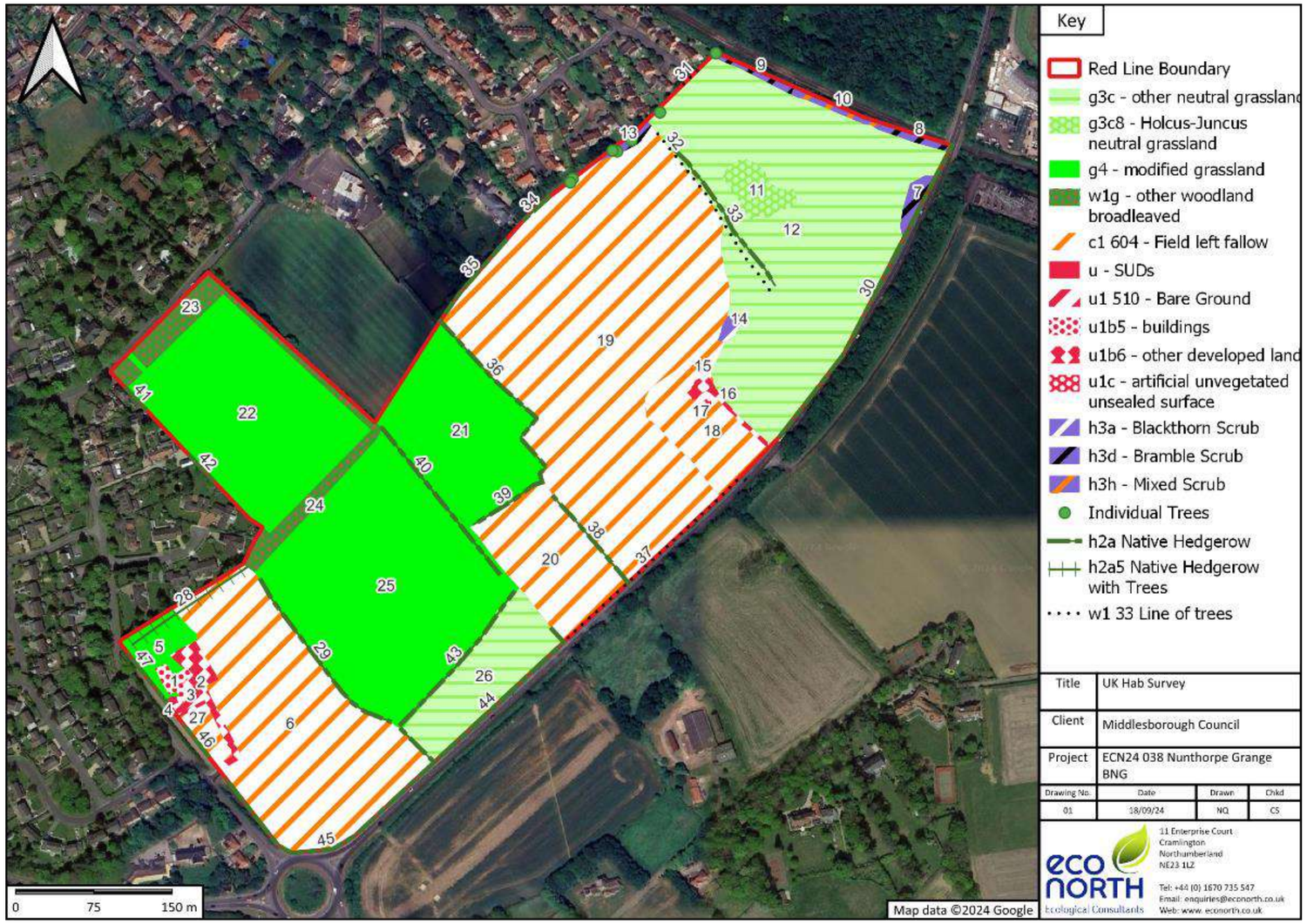
The proposals should aim to include areas of mixed native scrub,other neutral grassland,woodland,native hedgerows, and individual trees, with all habitats managed for wildlife.

The baseline BNG assessment was based on the UK Habitat survey and condition assessments. The Biodiversity 'value' of the site has been calculated using the statutory Biodiversity Metric. The site has a Baseline assessment of 7 .51 habitat area units and 18.36 hedgerow linear units.

To achieve 10% net gain as required, 81.96 habitat area units and 20.19 hedgerow linear units must be generated post-development. P.15

Appendix B – Field Survey Maps

Figure B1 – UK Hab survey, numbers correspond to parcel reference used in the BNG metric



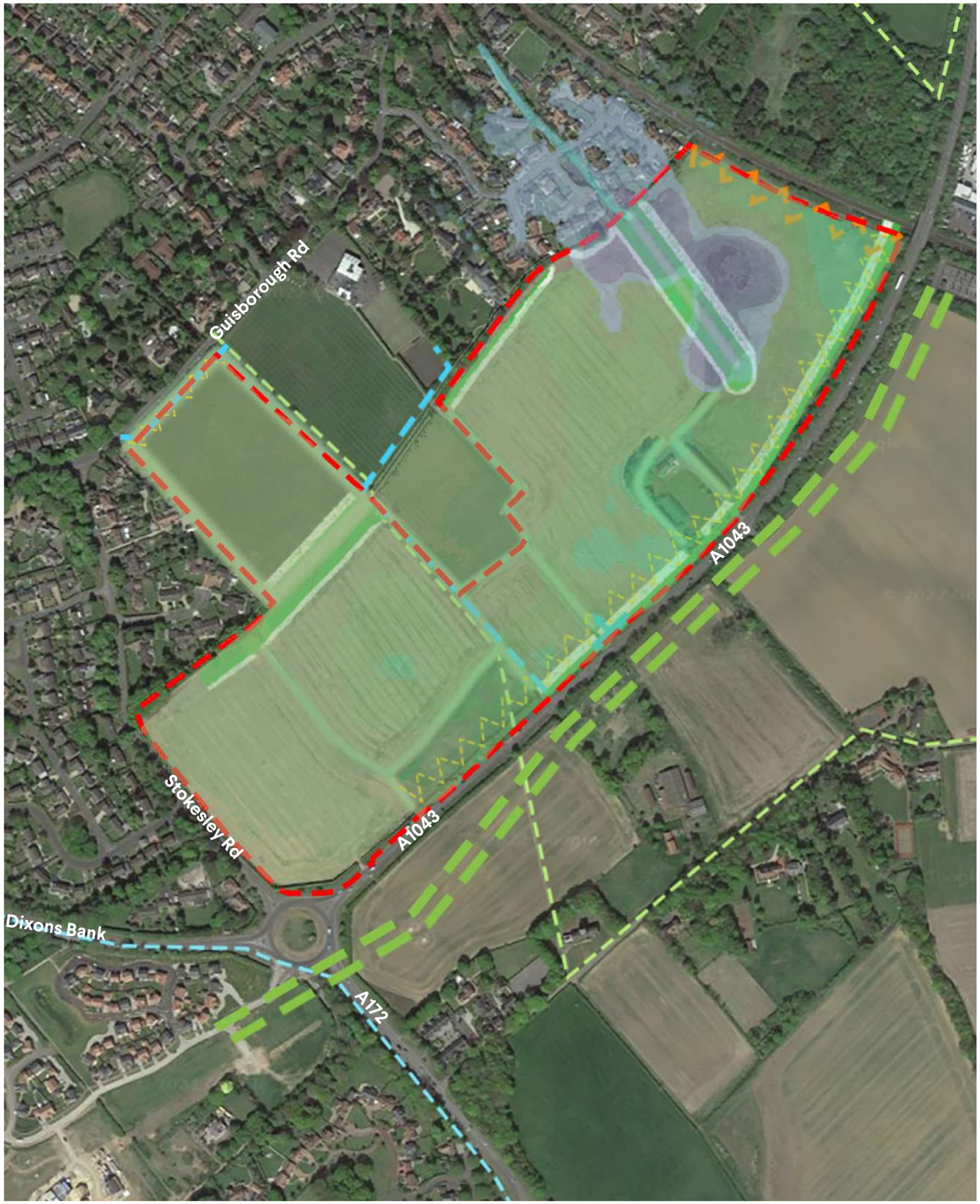
2.0 ASSESSMENT

2.10 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.

Key Opportunities & Constraints

- Relatively flat site does not limit layout options but does limit the ability to create site views over properties.
- Views of Roseberry Topping, St Mary's Church and Flatts Lane Woodland Country Park can be incorporated into the development. Views from some locations will be obstructed by tree foliage in the spring/summer.
- Housing can be created to face onto desirable open space.
- Areas of mature trees can be incorporated without being excessively restrictive to development potential but root protection zones will be required and the impact of trees overshadowing mitigated against.
- Site is not part of the Conservation Area.
- No easements crossing the site.
- Links back to Nunthorpe and public transport are possible but are limited to only a couple of places.
- Noise from surrounding roads and railway will need to be mitigated.
- Flood Zone 2 & 3 in the northern part of the site restricts development area but can be used to create an attractive wildlife habitat area.
- No existing road access to the north side of the site.
- Limited feasible access site point for new road access of the A10 3
- Limited surrounding properties overlooking the site.



3.0 INDICATIVE MASTERPLAN

3.0 INDICATIVE MASTERPLAN

3.1 Masterplan & Rationale

The following masterplan has been developed in direct response to the site analysis and the Council's policy requirements. It establishes the key structuring elements that must inform any future development proposals for the site.

The masterplan illustrates the essential components that are to be integrated into the layout and design, including movement networks, green infrastructure, character areas, and land use distribution.

Section 106 (s106) Requirements

Required Off-Site Works /Contributions

- Provision of choice of a free bicycle /accessories or bus pass to the maximum value of £300 to first residents in order to promote sustainable travel.
- Connection of shared surface path, within the site along Stokesley Road & A10 3, to the existing A10 3 roundabout and creation of crossing points on all arms of the roundabout. Such works are likely to consist of extension to the kerbed islands to incorporate dropped kerbs and tactile paving with any necessary extension to footways.
- Improvements to the 2 local bus stops on Guisborough Road consisting of Kassel kerbs, shelters and necessary hard standing.
- A footpath must be created along Guisborough Road (min 2m width) with a safe crossing point. The new footpath must link to the existing bus stop further along the road.
- Local strategic road improvements - £159,295 per net developable Ha
- Green infrastructure - £1 0,015 per net developable Ha

These requirements ensure that the development delivers necessary infrastructure and supports the creation of a sustainable and inclusive community through appropriate Section 106 contributions. Other contributions may also be required following the assessment of any planning applications received, determined on a case-by-case basis in accordance with relevant planning policy and site-specific circumstance.

4.0 URBAN DESIGN

4.0 URBAN DESIGN

4.0 Introduction

The Urban Strategy is made up of components which combine to formulate a masterplanning strategy that directly relates to the context, 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, 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 5.0 Urban Strategy Studies in order to create a guideline for options that are applicable in different situations.

4.1 Master plan Zonal Diagram

Key

- Primary Landscape Zone
- Secondary Landscape Zone
- Residential Development
- Care Home
- Medical Centre
- Community Centre
- Potential Future Residential/ Bungalow/ Place of Worship

4.2 Roads

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 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 20mph. The road types within the development have been classified into 3 categories, Type A, B & C.

Type A Road

These are the principal circulation roads through the development and should generally be through roads. On one side of the road the pavement must be separated from the road by a landscaped verge a minimum of 2m wide. This verge must be protected to prevent cars parking on it. This landscape feature is seen throughout Nunthorpe and forms a significant part of the street character.

A change in road surface and height must be incorporated where a minor road joins and at all crossing points. Where this road crosses the Village Green the road surface should change to the same surface treatment used for the Type B roads.

Type B Roads

These roads will have a non-tarmac road surface and be designed to encourage shared use. Through roads are encouraged and cul-de-sacs limited to a maximum of 10 dwellings with shared drives used to reduce road lengths.

The streets should be designed to reduce traffic speed to around 10mph utilising the principles of Home Zones, although they do not necessarily need to be formally designated as such. These streets will be more formal in design it the centre of the development, around the pocket parks, and more organic in design around the Village Green, Wildlife Habitat and the towards the edge of the site.

Key

Primary Road access

4.0 URBAN DESIGN

4.2.1 Roads

Key

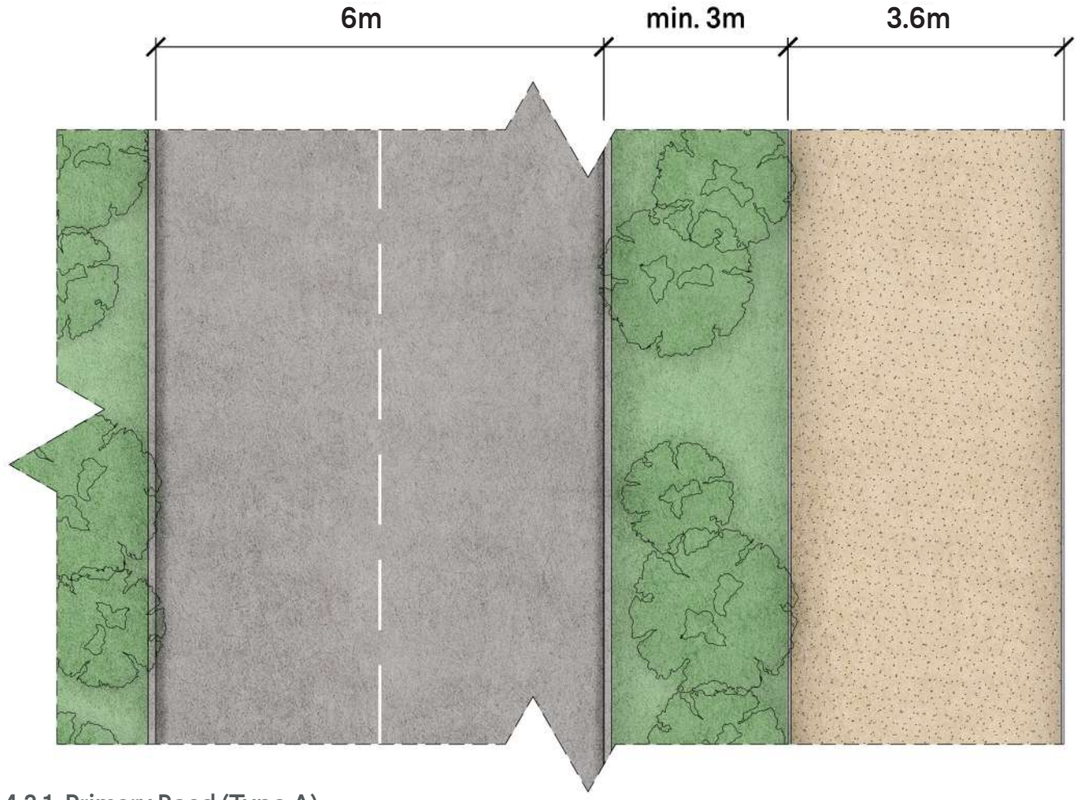
- Primary Road Type A - Facing development area where a primary road is directly adjacent to a built edge on one side.
- Primary Road Type A - Facing green space where a primary road is directly adjacent to a green edge on one side.
- Secondary Road Type B - Facing development area where a primary road is directly adjaccent to a built edge on one side.
- Secondary Road Type B - Facing green space where a primary road is directly adjacent to a green edge on one side.
- Homezone Type C

4.3 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.

Type A & B roads will be created as adoptable highways, whilst the type C (Home Zone) areas are defined for placemaking principles.

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

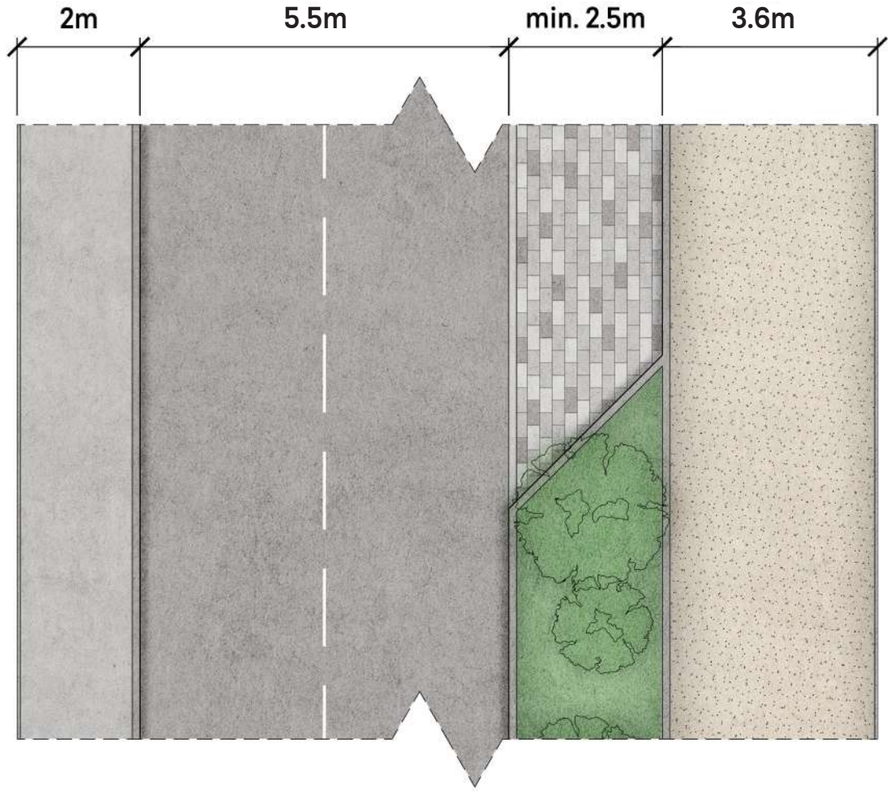


4.3.1 Primary Road (Type A)

This route forms the main spine through the site and is primarily intended to accommodate vehicular movement. However, its design must respond sensitively to the site's rural fringe context and contribute to the overall character of the development. The alignment should be informal and organic rather than rigid or engineered in appearance. The carriageway must not exceed 6 metres in width, with localised narrowings introduced to support safe pedestrian and cycle crossing points and to promote integration between the Green and Blue Infrastructure network and the street. Although this is the primary access road, it must not visually dominate the masterplan.

A strong landscape-led approach is required, incorporating varying width verges, detached pedestrian and cycle routes, and features such as SuDS and bunds to soften the street edge and reinforce the rural character.

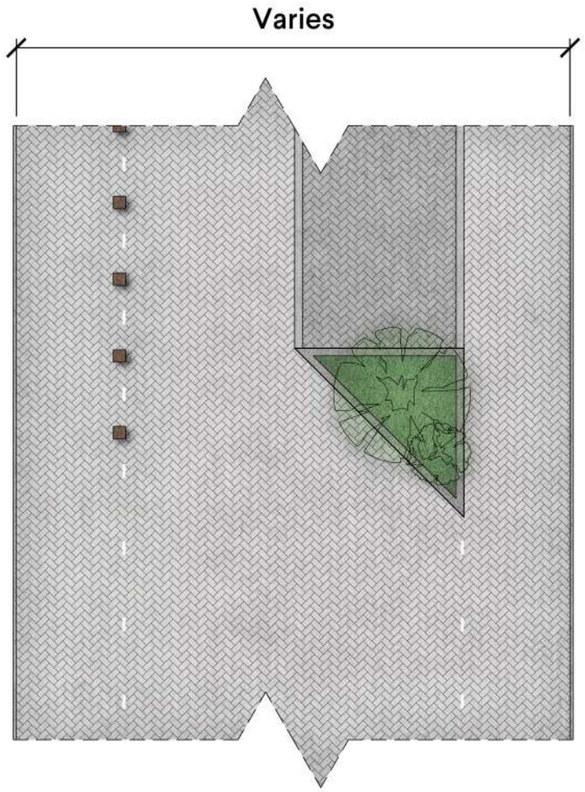
This street type should support permeability without encouraging high vehicle speeds or severance within the layout. Design should prioritise placemaking and the creation of a green and walkable environment.



4.3.2 Secondary Road (Type B)

The secondary road will be comprised of a 5.5m 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.

Type B road will provide a bridging gab between the access road and informal home zones. This adopted highway composition will meet Highway specifications and is subject to further develop with the relevant stakeholders.



4.3.3 Home Zone (Type C)

Home Zones are informal, organically designed residential streets where the primary aim is to create a strong sense of place and community. These areas are designed with a clear emphasis on pedestrian and resident priority, with vehicle movement subordinated to the overall function and character of the space.

Traffic speeds are intentionally kept very low, and the environment is designed to support walking, play, and social interaction. The layout avoids traditional curbed carriageways; instead, a shared surface approach is adopted where there is no formal distinction between vehicular and pedestrian areas. Spatial hierarchy is achieved through the use of surface treatments, planting, street furniture, and other landscaping features that define zones of activity and informal control without relying on signage or road markings.

Building frontages define the space, with the highway integrated around the built form, resulting in varying street widths and organic patterns of movement. Street trees and planting are integral to the design, supporting biodiversity, softening the visual environment, and contributing to sustainable drainage.

On-street parking is accommodated in a managed and integrated way, ensuring it supports the street's function without visually dominating. Where present, private drives adjoining a Home Zone should continue the character of the shared space, with only a subtle demarcation, such as a single row of contrasting sets used to distinguish between public highway and private space. This distinction is for maintenance purposes only and should not disrupt the continuity of the shared surface environment.

4.3.4 Approach to Street Hierarchy and Design Flexibility

It is not necessary to rigidly adhere to a conventional street hierarchy. The framework is intended to provide guiding principles rather than prescriptive rules. For example, where a small cluster of dwellings is accessed directly from the primary spine road (Type A), it may be entirely appropriate for that area to adopt a Home Zone character without requiring an intermediate Type B street.

This flexible approach enables the layout to be shaped by context, character, and placemaking objectives rather than rigid sequencing. The emphasis should be on achieving high quality design outcomes using the defined street types and parameters as a toolkit to inform and support creative and responsive design solutions.

Ultimately, the hierarchy should serve the spatial structure and character of the development, supporting permeability, legibility, and a strong sense of place.

4.4 Shared Paths

The development has a network of shared surface paths to connect within and to surrounding areas. This network of paths is integral to the scheme and location and routes of required paths are indicated on the Indicative Masterplan.

All shared surface paths need to be clearly defined and be a minimum of 3.6m wide and will become Public Rights of Way. Any point where are shared surface path crosses or meets a road there must be a raised table top crossing in a different material to the road and anywhere where the shared surface path runs next to a road there must be a minimum 2m wide landscaped verge.

Acceptable material for shared paths:

- Block paving
- Concrete Flags

Unacceptable materials for shared paths:

- Asphalt / Tarmac
- Gravel

Key

Segregated mixed pedestrian and cyclist route.

4.5 Adopted Paths & Artificial Lighting Strategy

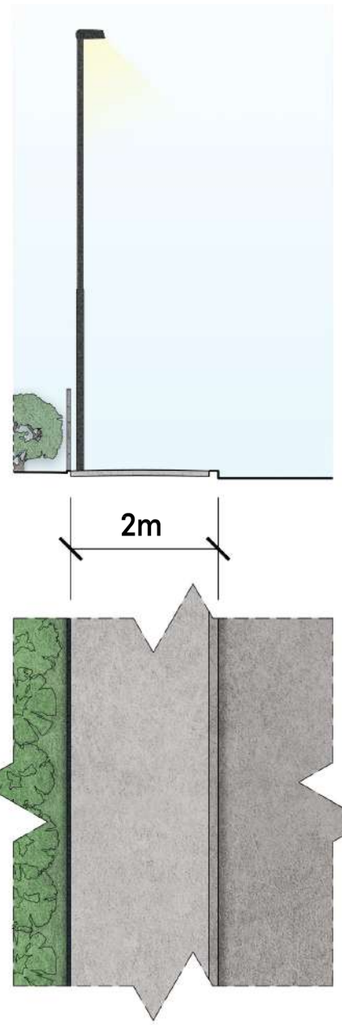
The following studies show the indicative build ups associated with the Adoptable path strategy. These paths will be integrated throughout the Urban and Landscape strategies to create formalised routes throughout the whole development.

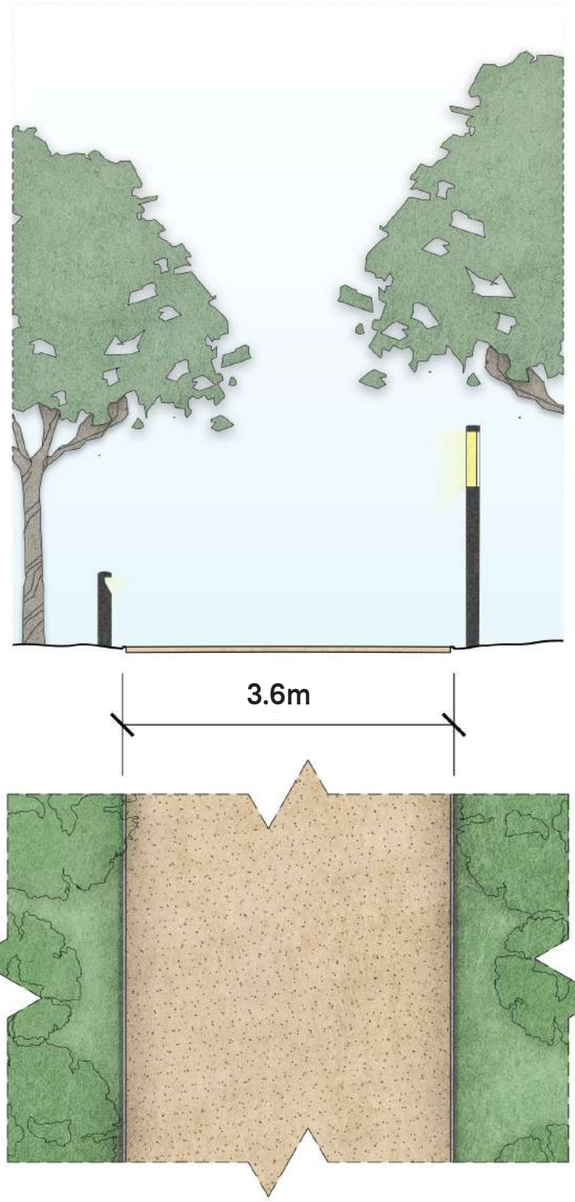
Artificial lighting should be carefully integrated throughout the whole scheme in order to minimise impact on wildlife and habitats.

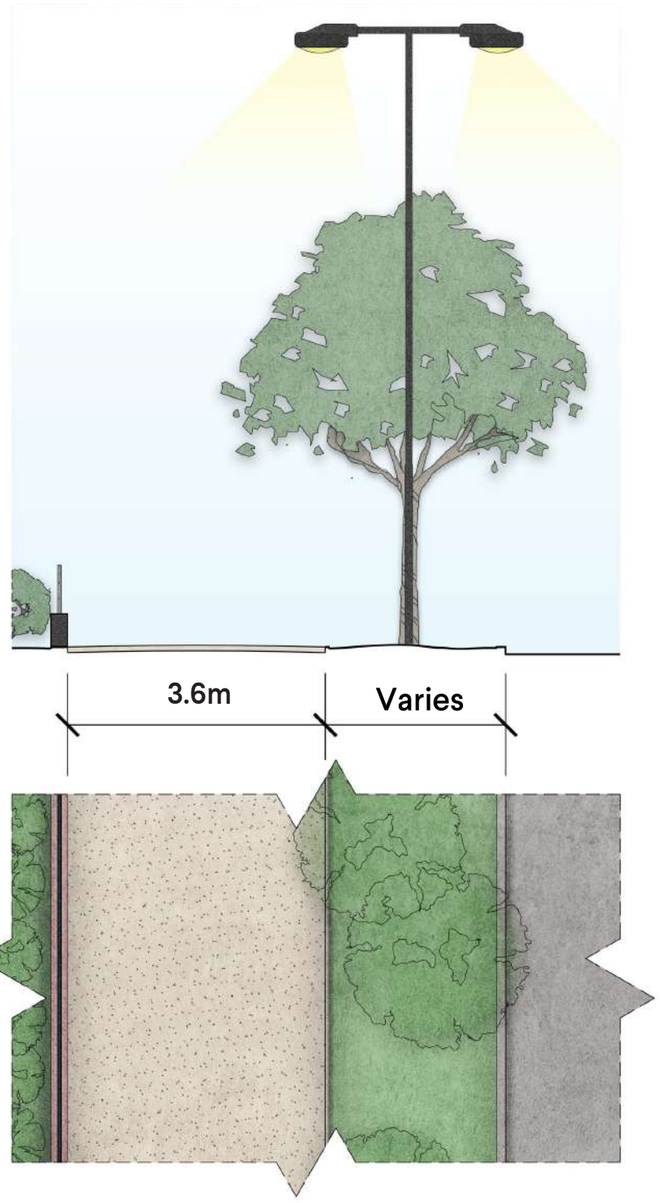
Adopted routes with required lighting will be planned away from strategic wildlife areas.

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.







4.4.3 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 through the masterplan..

4.4.1 Strategic Cycle Route - 3.6m

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 environment.

4.4.2 Multi-use Path - 3.6m

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 Village Green.

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.

4.6 Crossing Points

The following principles have been produced as a potential method for implementation during further detailed design to encourage pedestrian-priority movement. These concepts aim to create natural traffic-calming features at intervals where paths and road intersections occur throughout the masterplan.

4.6.1 Primary Road Crossing Points

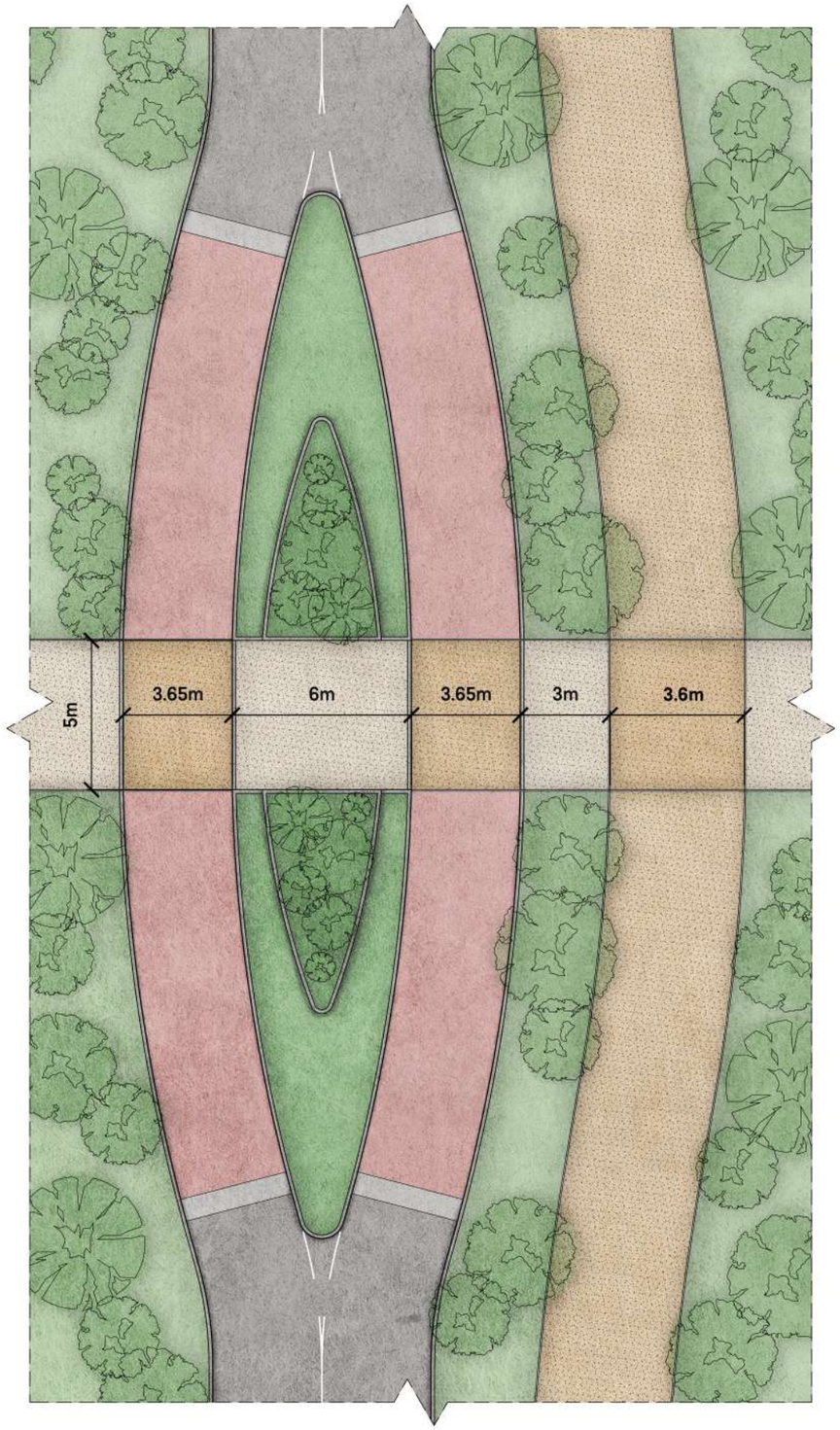
Strategic crossing points will demark pedestrian level access crossing along the Primary Road. In both these instances the road will be split by a naturalised landscaped planter, will splay zones for pedestrian and vehicular visibility designated by mown grass a minimum of 1m, or a low shrub zones.

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.

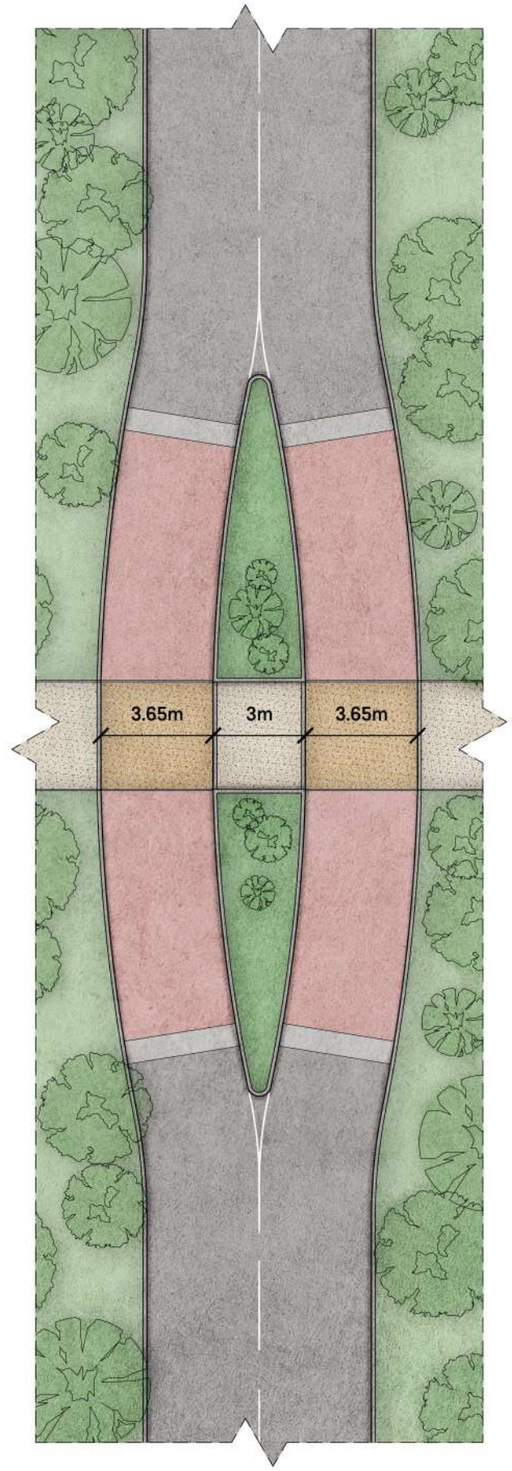
The primary road Gateway crossings will create a larger feature with more mature planting to shield the central crossing point, whilst retaining the visibility splays (Refer to the Landscaping strategy for planting methods). These Gateway features will occur predominantly at the Eastern entrance to the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

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

4.6.2 Secondary Road Crossing Points

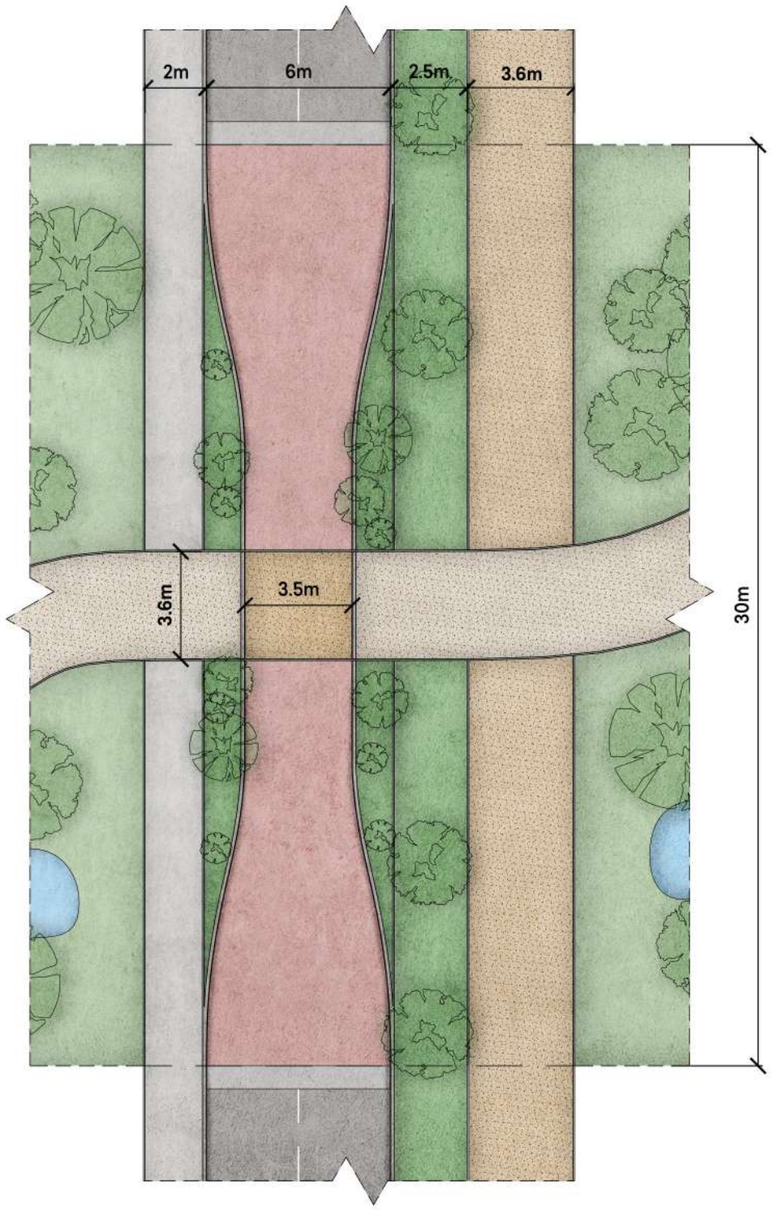
The following principles have been produced as a potential method for implementation during further detailed design along the secondary roads. This approach could enhance landscaping while creating naturalized traffic-calming measures. Public crossing visibility would remain a priority, with a careful selection of planting to enhance local character and support ecology in each instance.

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.

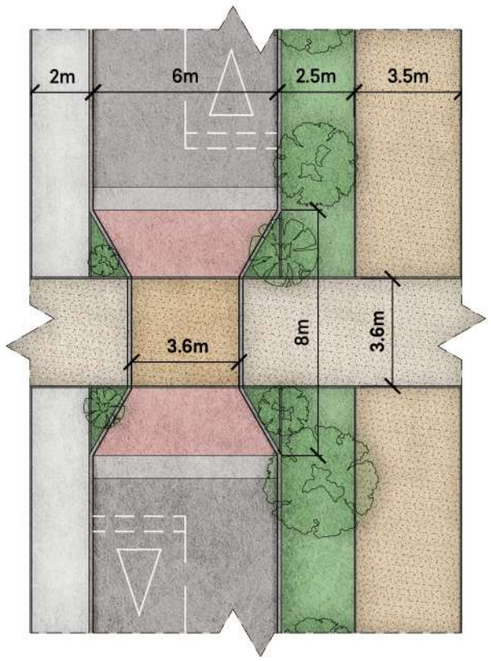
Where a Secondary road crosses a Green corridor, the whole width of the road will be treated in the contrasting material. An organic planter will be utilised across the length to reduce the carriageway width to a single vehicle. The alignment of the single vehicular access can vary in different locations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

4.7 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:

Frontage parking may occur only to one side of secondary or Home zone 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.

Parking spaces should measure 6 meter by 3 meter.

In all cases the width of the driveway at the point where it meets the footpath or road cannot be greater than 50% 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.

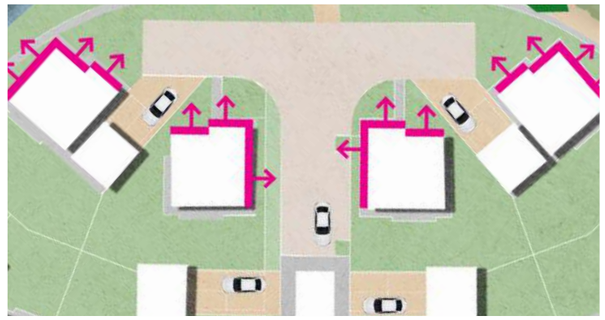
Parking courts should only apply in locations where front in-curtilage parking cannot be achieved and they aid in the achievement of good design. Where hard edges are necessary in relation to roundabouts and addressing Primary Roads, all effort should be made to make provision to the rear of dwellings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

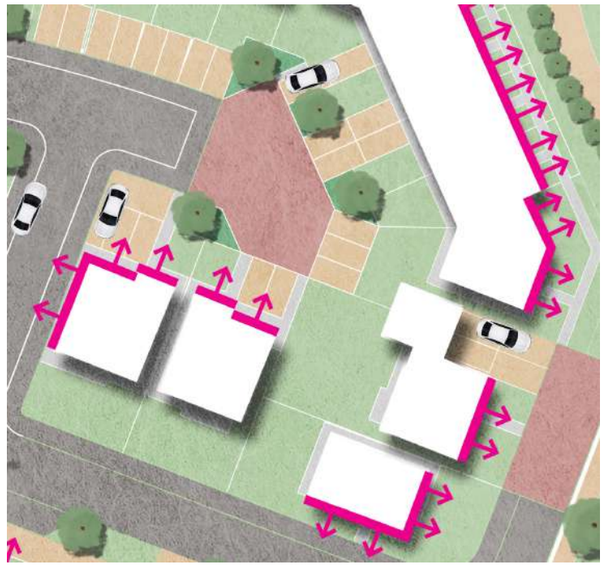
Where this is not possible, parking spaces should be provided in courts serving no more than 6 dwelling with no more than four consecutive spaces without a landscape buffer.

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.





Son en Breugel, Son © Sonse Hout

4.7.2 Visitors Parking

Visitor parking must be integrated into the layout without dominating the streetscene or compromising the quality of the public realm.

In secondary streets, parallel visitor bays may sit within a 2. metre landscaped buffer. Space them no more than one bay every three dwellings or groups of three every nine. Bays must be fully landscaped to avoid visual clutter. In Home Zones and private drives, visitor parking should be informal, using surface changes and landscaping to define spaces and discourage misuse. Layout should prevent inappropriate parking through careful design.

Provide one visitor space per four dwellings. Distribute these evenly across the site to serve groups of homes. Locations must be convenient but discreet. Where close to green space or verges, use grasscrete or similar to soften impact. Use fencing, planting and furniture to prevent misuse and support rural character.

In parking courts, integrate landscaping to break up hard surfaces and screen vehicles. Planting areas must be large enough to thrive and enhance appearance.

Use varied surface materials to reduce visual impact, such as tarmac for access and permeable block paving for bays.

4.7.3 Cycle Parking

Cycle parking must be well-integrated into the overall design and respond to the needs of different users including residents, staff and visitors. Each cycle space must measure a minimum of 0.5 metres by 1.8 metres.

Cycle parking must be conveniently located close to building entrances and positioned in areas with high natural surveillance to ensure ease of use and security.

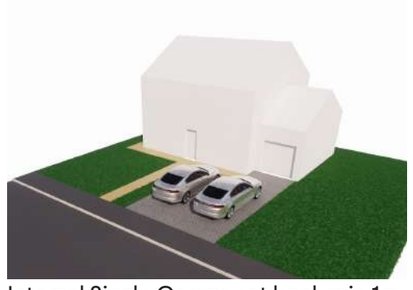
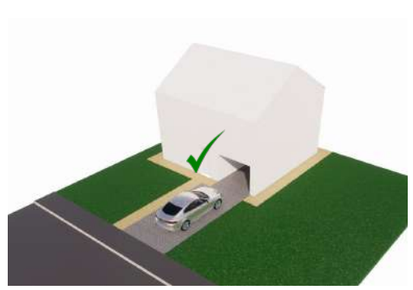
For residential developments, cycle storage should be located within the building footprint wherever possible. All cycle stores must be fully enclosed and designed as an integral part of the architectural scheme. The use of standard polycarbonate shelters is not acceptable.

Provision should be clearly differentiated between long-stay and short-stay parking and designed to suit the intended users.

4.7.4 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.

4.8 Garage Type Matrix

	 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	✓	✓	✓	⊠
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	✗	✗		
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

4.0 URBAN DESIGN

4.9 Boundary Treatment

4.9.1 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:

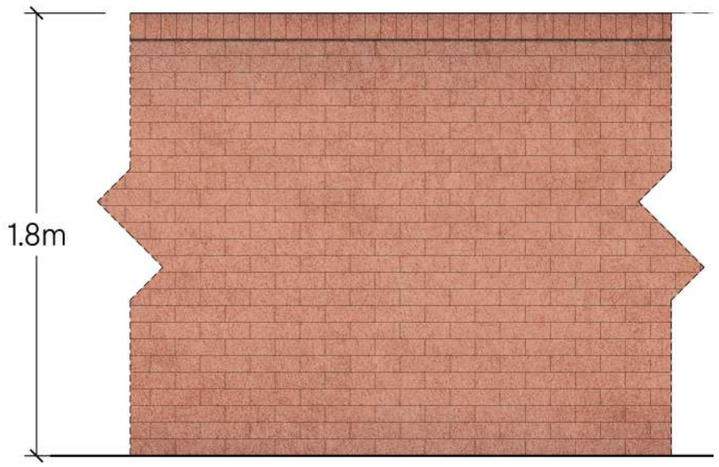
Brick Wall Full height
Used between dwellings and a road/drive where there is alternative property surveillance onto space.

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.

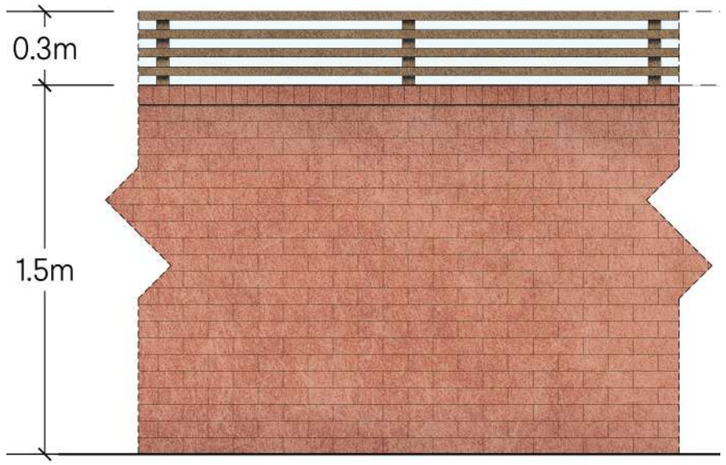
Close Boarded Fence
Used for privacy between back gardens

4.9.2 Home zone / Private Drive Gateposts

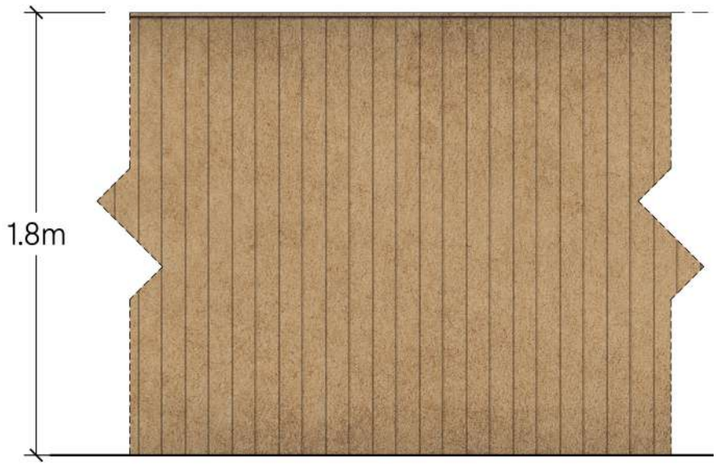
Solid posts should be created to demark the entrance to a Home zone / private Drive at each instance integrating in the placement of drive names. This seeks to encourage community within the cluster and privacy from the wider area as creates distinct neighbourhood threshold change from adopted highways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



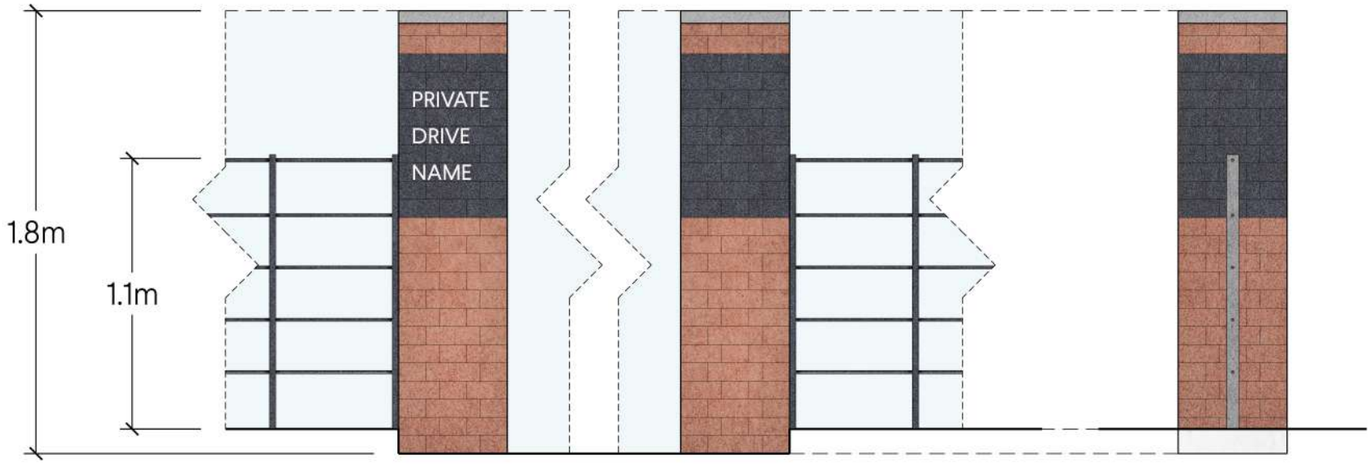
ELEVATION
BRICK WALL - FULL HEIGHT



ELEVATION
BRICK WALL - WITH TRELLIS



ELEVATION
CLOSE BOARD FENCE



ELEVATION
SECTION
HOME ZONE AND PRI GATEPOSTS

4.9.3 Boundary Treatment Continued

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.


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

4.9.4 Boundary Treatments continued.

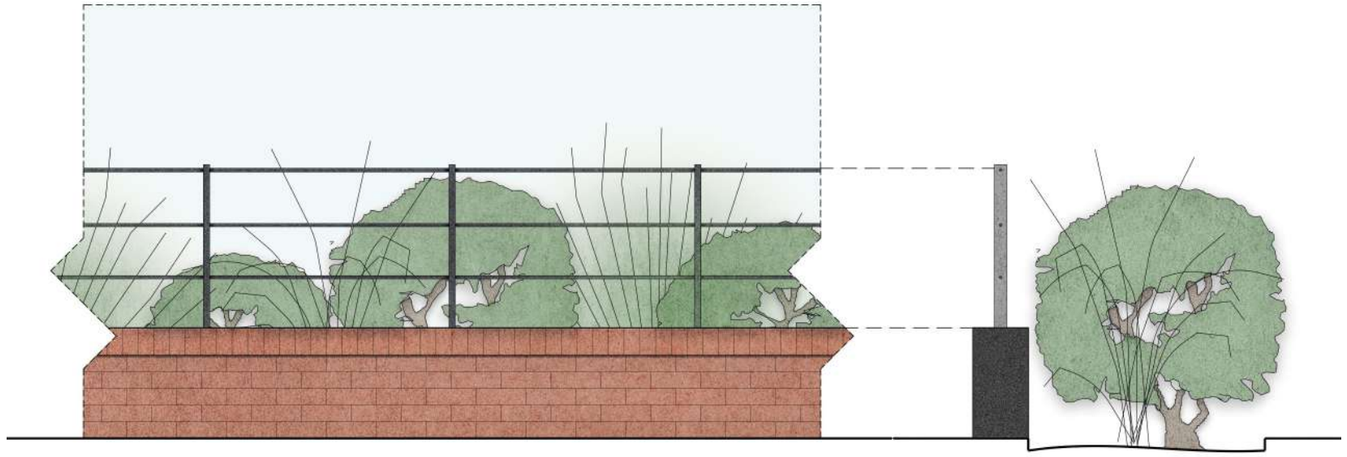
Dwelling - Front Garden Boundaries

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.

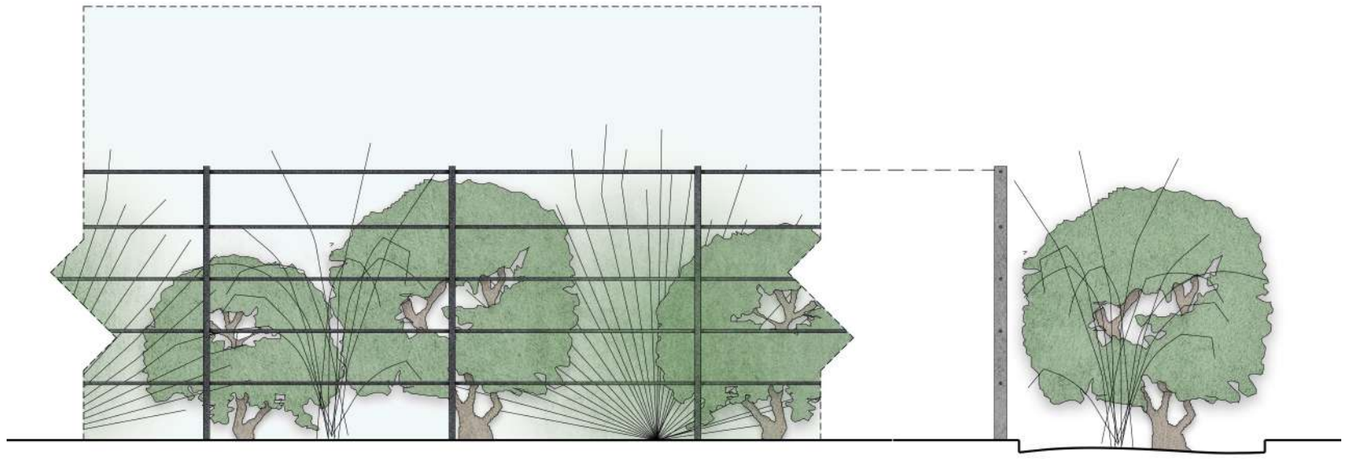
Low Brick Wall with estate rail
Used were there is a short frontage to the path/ road edge and side parking to the property, to create a distinct and modern division from public to private land.

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.

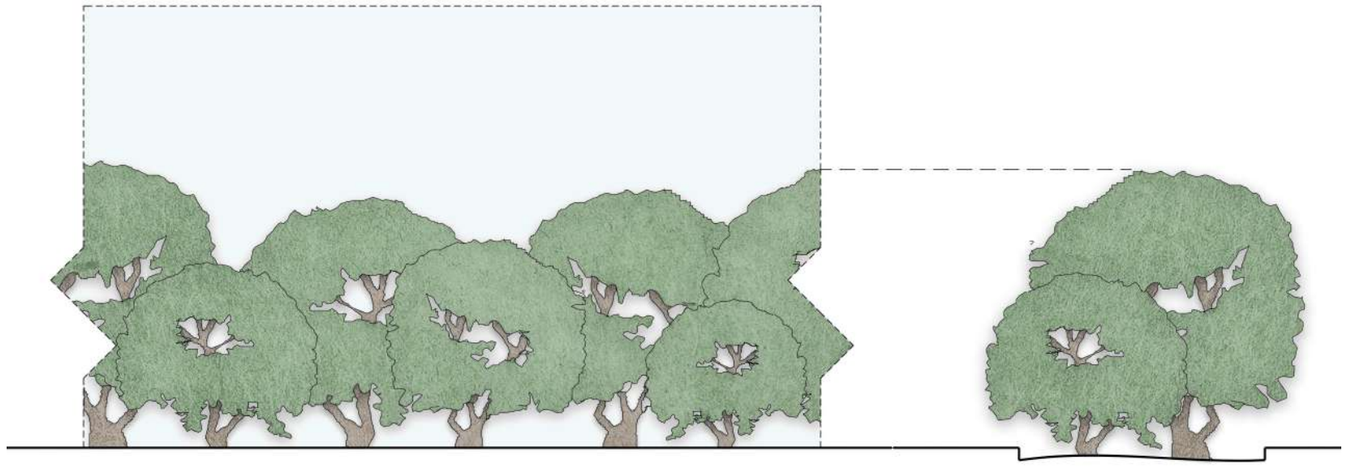
Low hedgerows and shrubs
Used in Home zone / private Drives and shared surface environments to create a more permeable and open solution whilst still distinguishing the private space. More likely to be well maintained in private settings and creates more community cohesion.



LOW BRICK WALL WITH ESTATE RAIL



ESTATE RAILS AND PLANTING



LOW HEDGEROWS AND SHRUBS

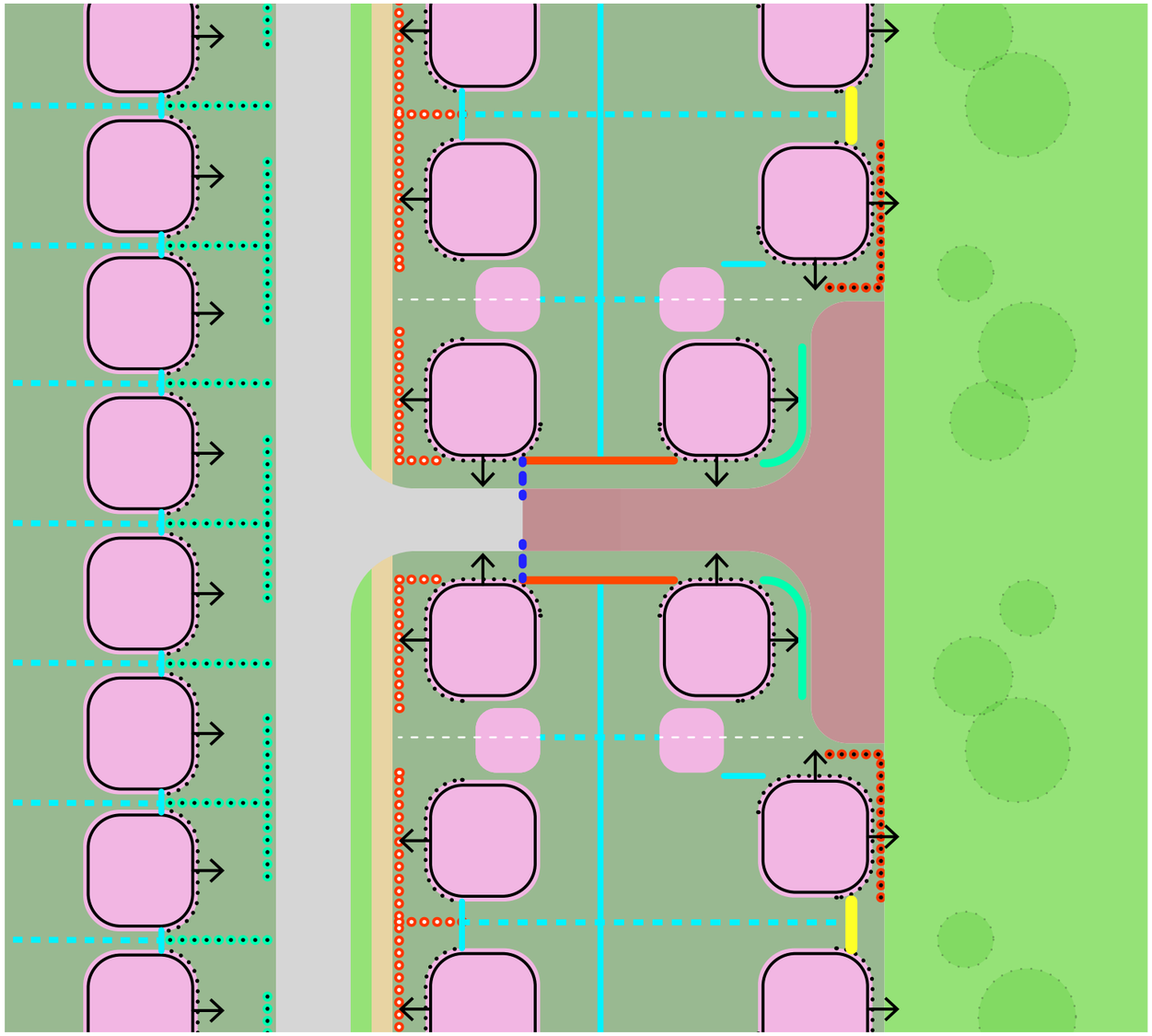
4.0 URBAN DESIGN

4.10 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



4.0 URBAN DESIGN

4.11 Housing Mix & Layout

The development must tie together as one cohesive place while also incorporating the variety of design approaches that will be required across the site 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 be predominantly three and four bedroom detached and semi-detached homes to reflect the housing in Nunthorpe. The inclusion of bungalows and/or high quality low-rise flats, to support an aging population, is also supported.

Based on the density of other areas of Nunthorpe the maximum permitted density for whole of Nunthorpe Grange is 20 dwellings per hectare for the developed areas. Therefore the maximum number of new homes will be circa 250.

The appropriate building layout 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.

Six sample areas shown over the following pages demonstrate appropriate principles of development across the site.

Affordable Housing

If 5% affordable housing is to be provided on site, the off site financial contribution will be calculated equivalent to providing 10% of the total dwellings being provided on site.

If no affordable housing is to be provided on site, the off site financial contribution will be equivalent to 15% of the total dwellings to be provided on site.

Any affordable housing that is provided on-site must be incorporated individually or in small groups spread across the whole development. These groups should be no larger than 8 homes.

Bungalow Provision

In addition to the broader housing mix and layout principles, the development must also ensure that provision is made for single-storey accommodation to meet the needs of an aging population. The inclusion of bungalows within the scheme is strongly encouraged and should form an integral part of the overall housing offer. These homes should be well integrated across the site rather than clustered in a single area, ensuring they contribute positively to the diversity, accessibility, and inclusive character of the neighbourhood.


salford hq: the crescent, annabelle tugby © AOI Studios


Trumpington Meadows © Barratt Homes


Stokoe Avenue, SIXTWOArchitects © Nick Moss Architects


Cottam Hall © HCA

5.0 URBAN DESIGN STUDIES

5.0 URBAN DESIGN STUDIES

5.1 Sample Area A (Indicative Sketch)

This area covers a typical Type B road where housing is located on both sides of the road. There will also be situations where there is only single-sided housing on a Type B road. In this location, in the centre of Nunthorpe Grange, the housing density will be in the range of 19-21 homes per hectare and have an ordered layout.

The road has a standard 2m wide footpath to one side and on the other side a minimum 2m wide landscaped verge featuring grass, low planting and trees. The verge must be protected from vehicles by small bollards along the road edge. These bollards are to be a custom design and not generic bollards. Visitor parking bays are accommodated within the verge minimising the impact on the street scene. Next to the landscaped verge is a 3m wide bonded resin shared surface pedestrian & cycle path. Roads that do not have a shared surface path will have a 2m wide footpath instead.

Houses on the street side with the landscaped verge must be located close to the pavement. To ensure this, the maximum depth of front gardens in this situation is 3m. Driveways & parking will therefore need to be provided to the side of these homes.

There is more flexibility with the front garden depth of houses on the street side with no landscaped verge. Houses may be close to the pavement edge, as long as 21m separation is provided between habitable room windows to houses across the street, or set further back with larger front gardens.

The front property boundaries on both sides of the street are delineated by a low boundary feature, as required on all Type B roads.

5.0 URBAN DESIGN STUDIES

5.2 Sample Area B (Indicative Sketch)

This area is an edge of site location where homes face the A10 3. This condition exists on the A10 3 from Field House south to Poole Roundabout and also along Stokesley Road. The housing along the site boundary is slightly less formal in layout than in the centre of the development.

The road access to these homes is either a Type B road, Type C Road or shared drive. In this area the road and pavement share the same surface and the street design incorporates features to encourage shared use and reduced vehicle speeds. To retain a safe pedestrian route and prevent cars parking in this area the pavement zone is delineated to by timber bollards or landscaping. The design of the bollards varies across the development to give each area a slightly different character. As part of the traffic calming strategy, the road is narrowed in places by pockets of landscaping and other suitable features.

Houses must be located close to the pavement with a maximum front garden depth of m. Low level planting is incorporated at strategic points on the pavement edge to define the property boundary (5). Where the back garden of the corner property adjoins the street the rear garden boundary wall (9) matches the house materials.

There will be good views of the countryside from the front of these properties, the houses must be designed and orientated to make the most of these views without compromising privacy. The house on the street corner must be designed to have windows facing both streets.

Between the site boundary and the street is a landscaped linear park. This park provides a visual and acoustic buffer to the surrounding roads. Where it adjoins the A10 3 it must be a minimum of 12m wide and 8m wide along Stokesley Road. The width is measured from the site boundary to the edge of the nearest road, private drive or property boundary, whichever is closest.

The linear park will feature a continuous shared surface pedestrian / cycle path with seating and features to support the transient nature of the park such as trim trail activity stations or art trail. The existing hedge site boundary must be retained and enhanced.

5.0 URBAN DESIGN STUDIES

5.3 Sample Area C (Indicative Sketch)

In this area homes accessed from a shared drive adjoin the Village Green. Similar principles apply in other locations where the homes facing the Village Green are accessed from a Type A or B road. The road , Home zone / private Drives that adjoin the green avoid using straight lines, instead they are a series of gentle curves to create a softer edge to the Village Green with homes orientation following the curves.

Homes must face into the Village Green as this will create the best visual appearance and provide natural surveillance of the Green. There does not need to be a physical barrier between the shared drive and the Green, however a low protection, such as a knee rail, will be required where it adjoins the Type A and B roads.

The view and impact of parked cars must be minimised around the Village Green. To achieve this, parking to the front of properties is not permitted and parking to the side of properties (2) is the preferred approach. Low level planting (3) is incorporated at strategic points on the pavement edge to define the property boundary.

The Village Green will be a mainly grassed area that allows for a variety of uses. The park is surrounded and crossed by a network of shared surface pedestrian / cycle paths that will link the key areas of the Green, such as a children's play area and a village band stand. New native trees and shrub planting will complement the existing mature trees that are retained.

4.2.2 Roads

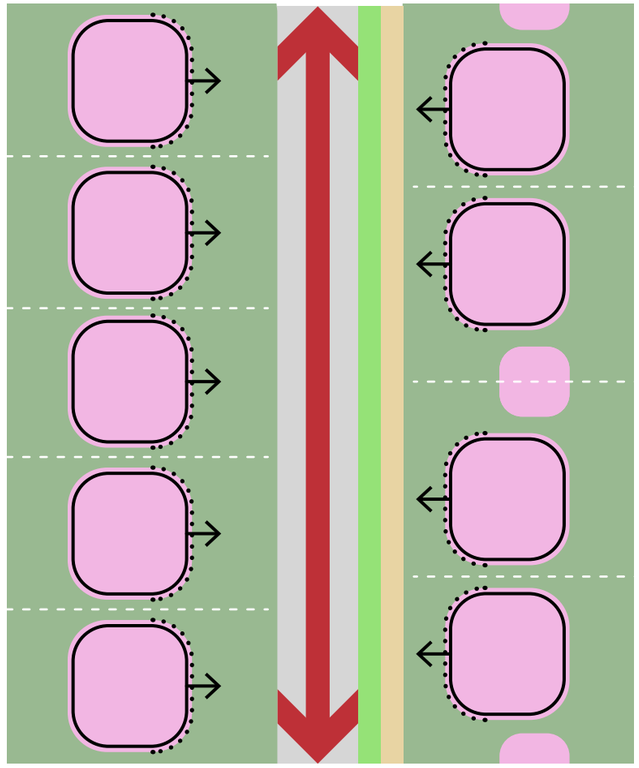
Type B Road Condition 1

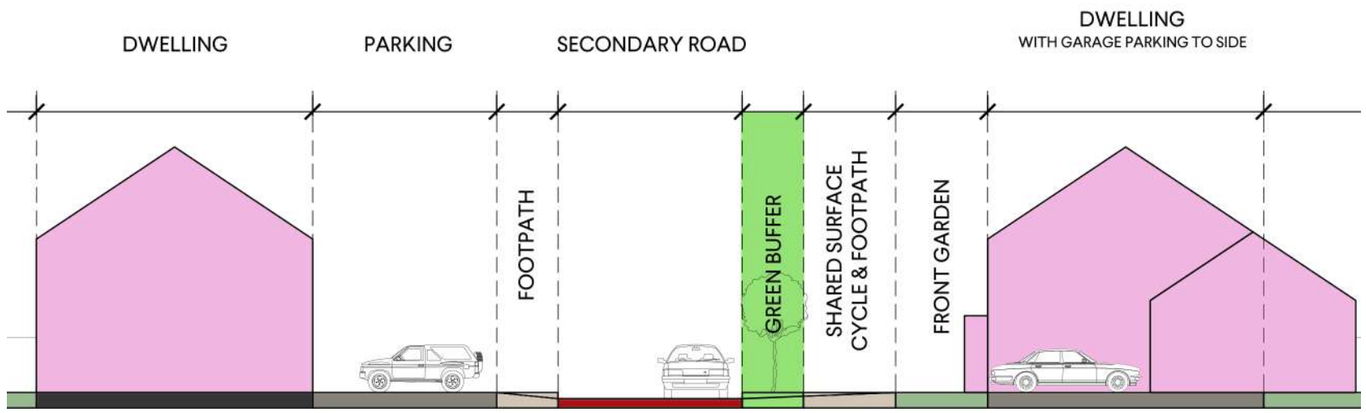
Building / Road / Building

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. m 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

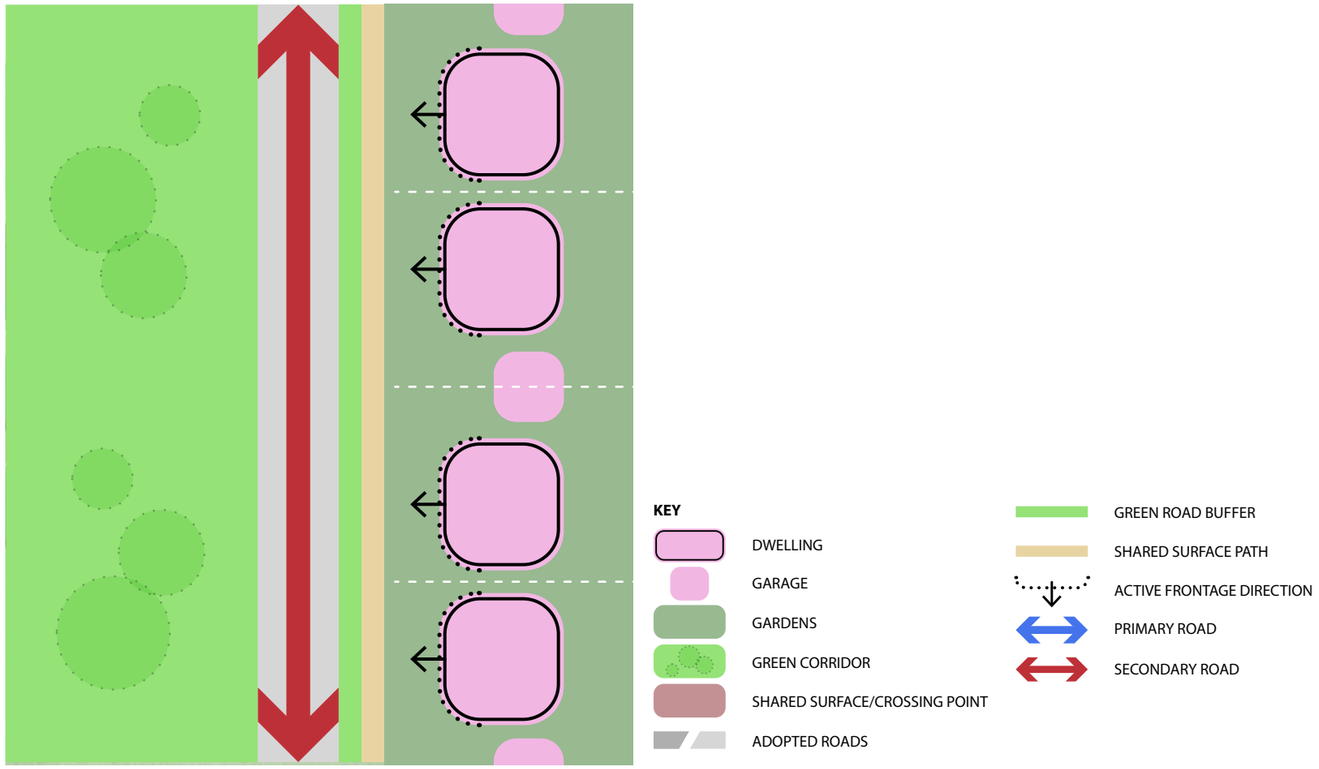
4.2.3 Roads

Type B Road Condition 2

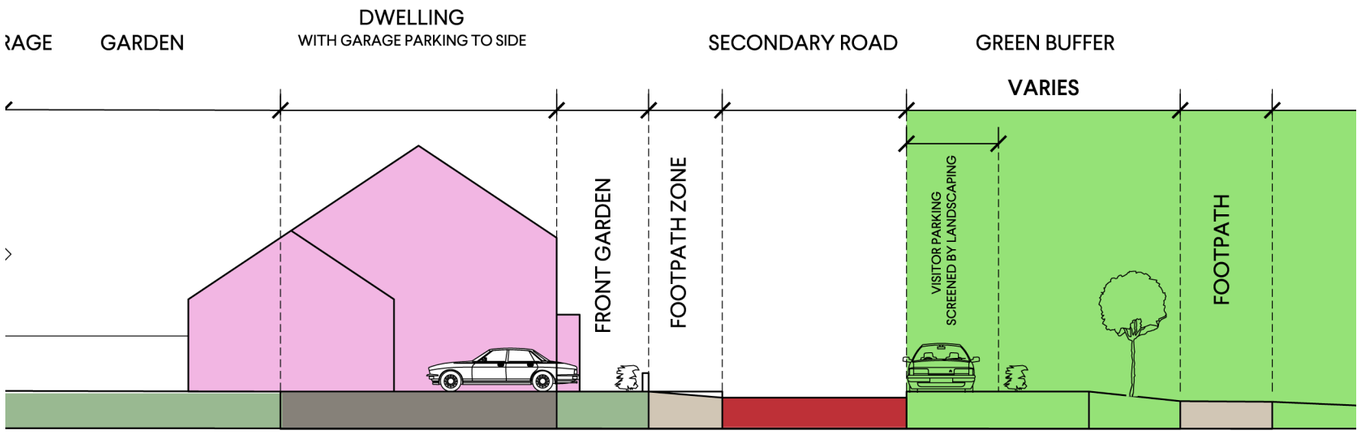
Building / Road / Green Edge

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.




CP2A, Newhall, BPTW © Countryside / arqui9



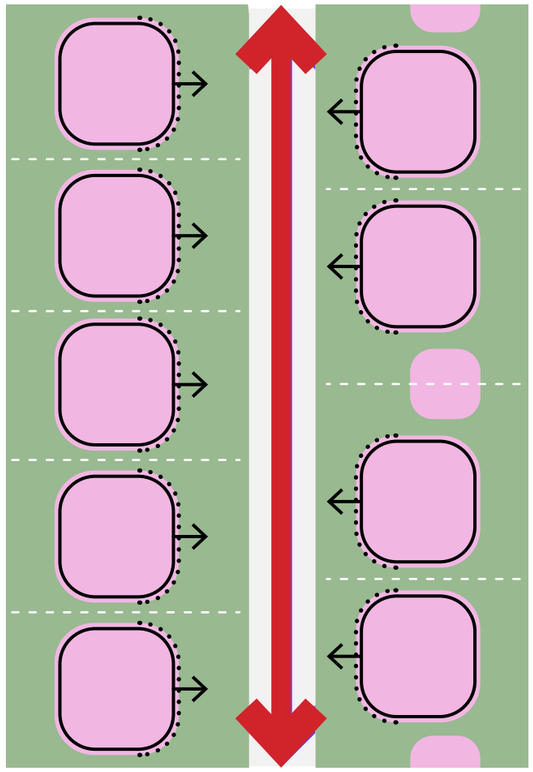
4.2.4 Roads

Type B Road Condition 3

Building / Road / Building

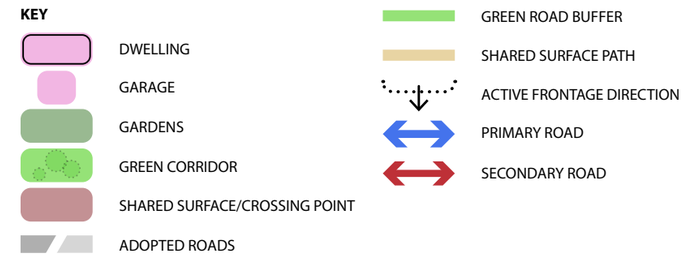
A more conventional street layout where buildings front onto both sides of the road with dedicated pavements maintained throughout. The carriageway is narrowed to reduce traffic speeds, and parking is typically split between in-curtilage spaces on one side and front parking on the other, with 8m set-backs applied where possible.

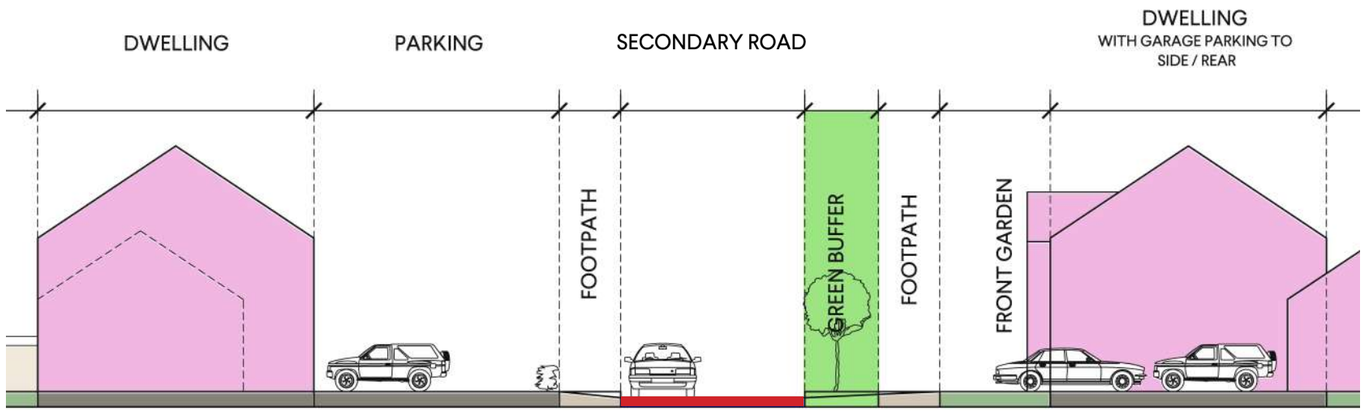
Visitor parking is accommodated within landscaped zones along the street to create a softer, more natural street character.



Abode, Great-Kneighton, Cambridge © Proctor and Matthews

Stokoe Avenue, SIXTWOArchitects © Nick Moss Architects





4.0 URBAN DESIGN

4.2.5 Roads

Type C (Home Zone) Condition

Shared Surface

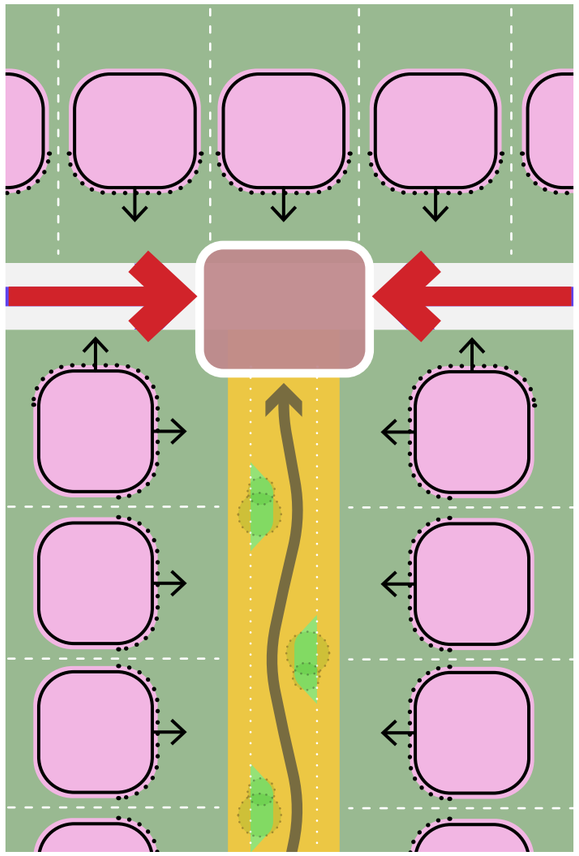
Introduces a shared surface layout where vehicles and pedestrians use the same space, with design measures focused on calming traffic and prioritising pedestrian movement.

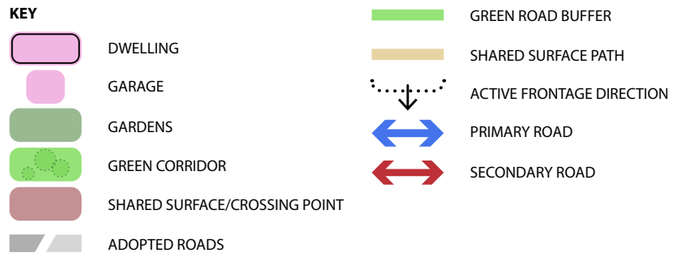
Housing is arranged to actively front the shared surface, and variation in building types and facades is encouraged to create visual interest. Key entry points to the home zone are marked by enhanced frontages or corner-turning units to signal a change in character.

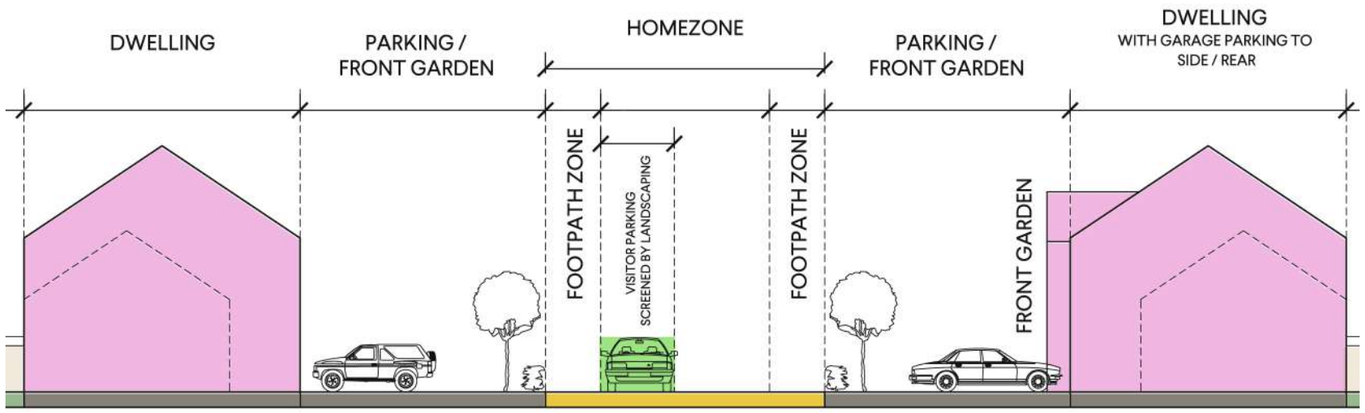
Parking may be provided to the front, side, or through alternative arrangements, while visitor spaces are incorporated within landscaped buffers to minimise their visual impact and reinforce the pedestrian-friendly nature of the space.

Derwenthorpe Phase 1, Studio Partington © Tim Crocker

Abode, Great-Kneighton, Cambridge © Proctor and Matthews







5.4 Elevations

The correct design and materials quality for the house elevations is essential to creating the required high quality and contemporary feel for Nunthorpe Grange.

There are many way to approach the elevation design that may be appropriate but a few basic principles should be incorporated regardless of the specific design. The focus is placed on good quality, durable & low maintenance materials to ensure the building quality of Nunthopre Grange does not degrade over time.

In general an elevation should be restrained in design and consist of a maximum of 2 materials used over large areas. Small areas of contrasting materials on elevations should be avoided, instead more subtle elements such as brick detailing are encouraged as an alternative. If appropriate, contemporary use of traditional materials and/or details will enhance the sense of place and connection to the surrounding area.

Acceptable Materials:
- Brick
- Hardwood Timber
- Natural Stone
- Render (in white or off-white only)
- Standing seam metal panels
- Copper
- Lead
- Some Imitation Timber Cladding may be acceptable depending on the quality and proposed use/location.

Unacceptable Materials
- Reconstituted / Imitation Stone
- uPVC Cladding
- Face Fixed high-density Laminate Panels
- Coloured Render
- Concrete Blockwork
- Softwood Timber
- Coloured Cladding (e.g. Blue)
- Exposed Concrete

5.5 Windows & Front Doors

The design of the windows and doors must support the contemporary design approach. Placement of windows should make the most of views while also ensuring privacy. Large and/or full height windows are encouraged to bring maximum natural light into rooms. Bay windows are encouraged as a positive feature to front elevations and should be square in design and flat roofed. Dormer windows should also be flat roofed.

Balconies to the front of properties is generally discouraged, however they may be acceptable in some circumstances where they are making the most of views and/or southern aspect. Any balcony on the front of a house must be designed to still provide privacy from the street and not dominate the front elevation.

Acceptable Window Materials
- Non-white uPVC
- Timber
- Aluminium

Unacceptable Windows Materials
- White uPVC

Front doors are the main feature of the front of property and therefore must be of high quality. A simple porch should be incorporated to create a feature and provide shelter outside the door.

Acceptable Front Door Materials
- Timber
- Aluminium
- Composite

Unacceptable Front Door Materials
- uPVC

5.6 Roofs

Duel-pitched, mono-pitched and flat roof are all acceptable. There is no restriction on the pitch of Mono-pitch roofs, however duel-pitched roofs should have a minimum pitch of 0 degrees. Roofs should have gable ends, not hipped or any hipped variants.

The types of suitable roofing materials follow the same principles as elevation materials, with the focus on good quality materials and durability.

Acceptable Materials
- Slate
- Clay Pantiles
- Thin Concrete Tiles
- Standing Seam Metal
- Green Roofs
- Integrated Solar Roof Tiles

Unacceptable Materials
- Thick Concrete Tiles
- Thatch
- Wood Shingles
- Asphalt Shingles

5.7 SUDS

A cohesive and sustainable site wide approach must be developed for how surface water will be managed. The appropriate solution should be designed for each part of the site and careful consideration should be given to how the SUDS can be used to enhance the public realm and ultimately increase the desirability of the development.

The following SUDS techniques would all be acceptable:
- Detention basins, purpose built ponds and wetlands
- Green roofs
- Infiltration trenches, filter drains and filter strips
- Permeable surfaces
- Swales

There are many good examples of where SUDS have had a positive impact on a development.
Some examples include:
- Grey Towers, Nunthorpe
- Barewood, Waterlooville
- Derwentthorpe, York
- Upton, Northampton

6.0 URBAN DESIGN STUDIES FEATURE LOCATIONS

6.0 URBAN DESIGN STUDIES

6.1 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.

6.1.1 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.

6.1.2 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.

6.1.3 Feature locations

Key

Primary Road Crossing Zone

Demarking zones in which pedestrian priority crossing points may occur within the Primary Road connecting to green spaces. Additional crossing points may be considered.

Secondary Road Green Corridor Crossing Zone

Demarking zones in which pedestrian priority crossing points may occur within the Secondary Road particularly at green corridor interchanges. Additional crossing points may be considered.

Site Entrance Crossing Point

Significant Instance where a pedestrian priority crossing point creates an arrival space to the site.

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 definine space and creating routes for pedestrians from the development zones to these nodal points.

These features form a typology at the landscape intersections, creating an identity and defining the space.

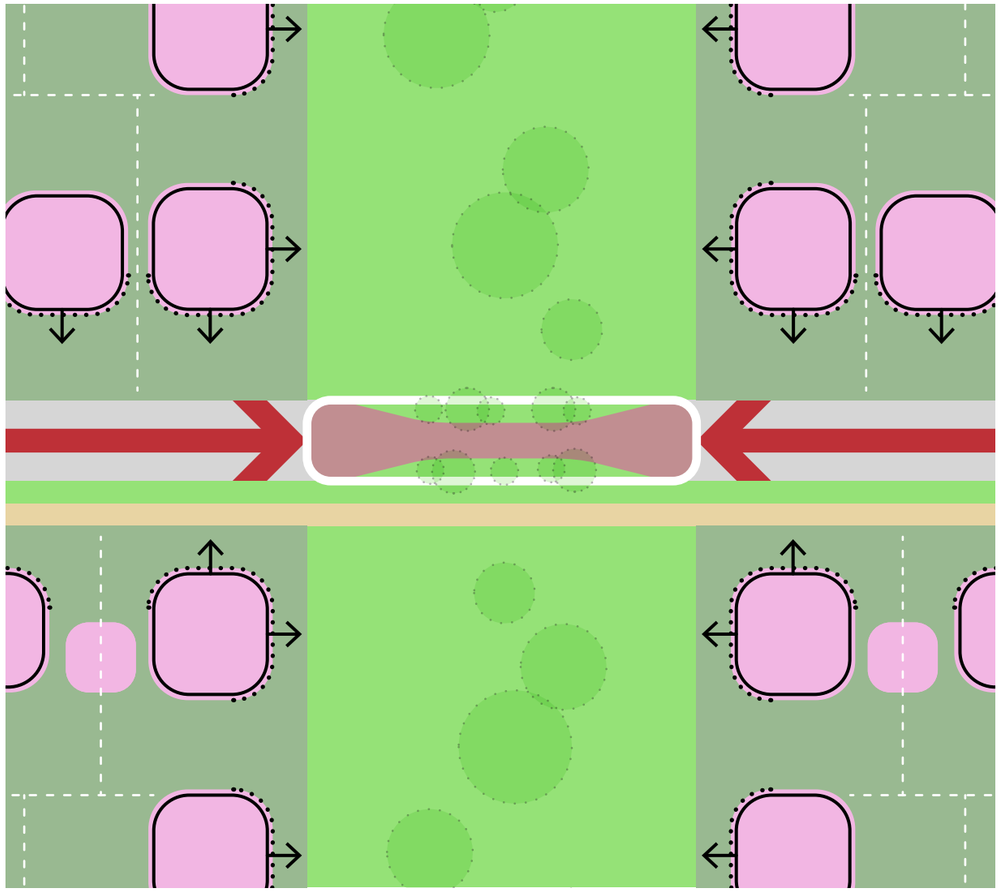
6.0 URBAN DESIGN STUDIES

6.1 Feature Locations Continued

6.1.4 Green Corridor Crossing

Where a secondary road passes between development zones and crosses a green corridor a crossing point should be formed.

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
- HOMEZONE / COURT
- PRIVATE DRIVE GATEWAY

St Chads © Bell Phillips Architects

Nærheden © karres+brands

6.0 URBAN DESIGN STUDIES

6.1 Feature Locations Continued

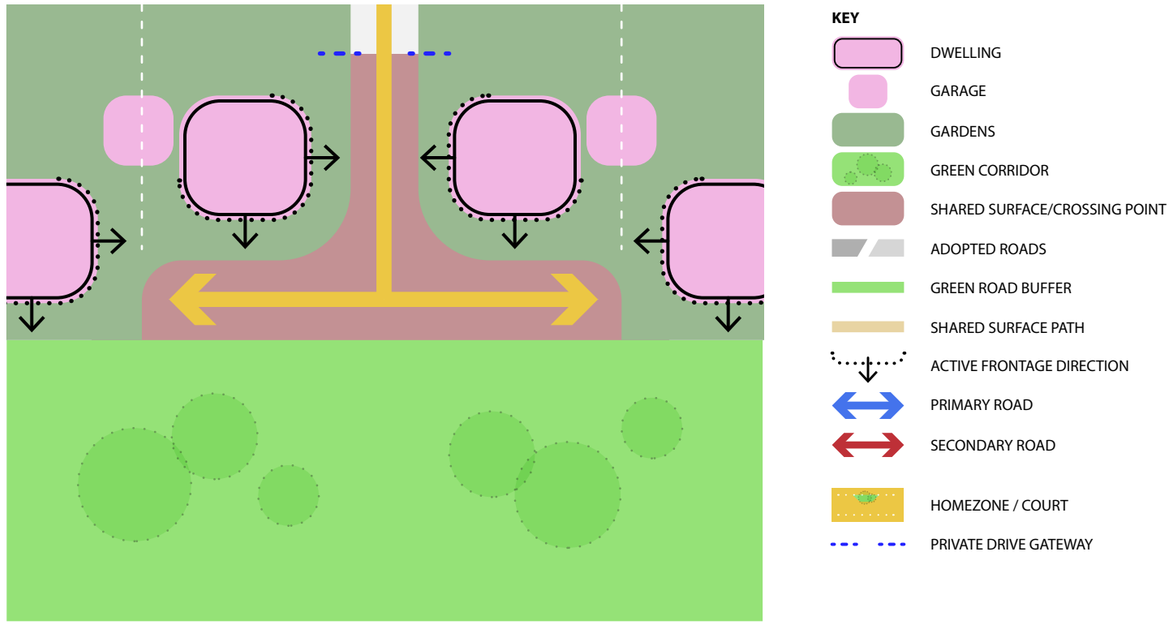
6.1.5 Landscape Edge Condition 1

Home zone / private Drive Frontage

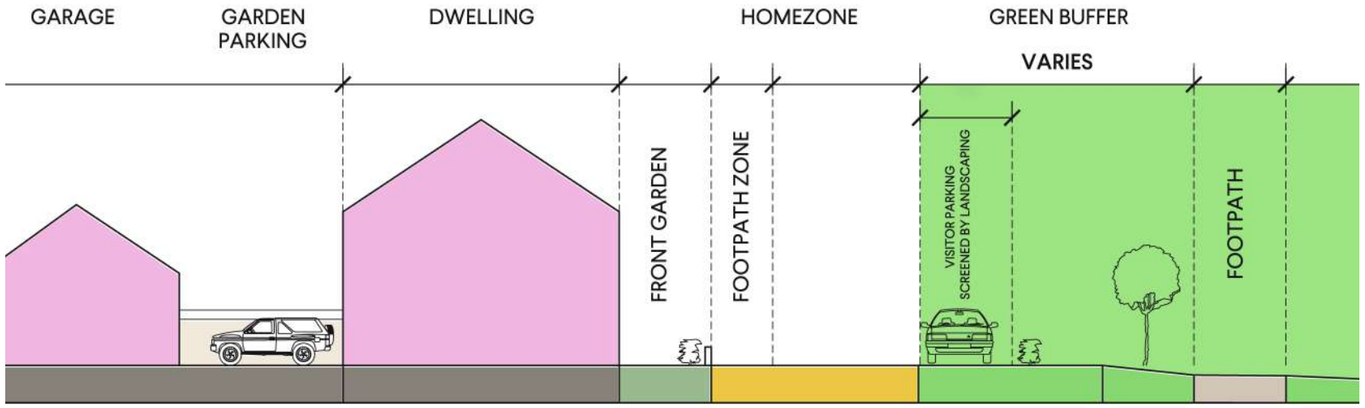
Where the development zones front onto Green Open Space, utilising Home zone / private Drives could be an option. Accessed from a secondary road, these private zones could give access to a limited number of dwellings, to be discussed with the planning authority, in order to soften the impact of vehicle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




The Avenue, Pollard Thomas Edwards © Tim Crocker



6.0 URBAN DESIGN STUDIES

6.1 Feature Locations Continued

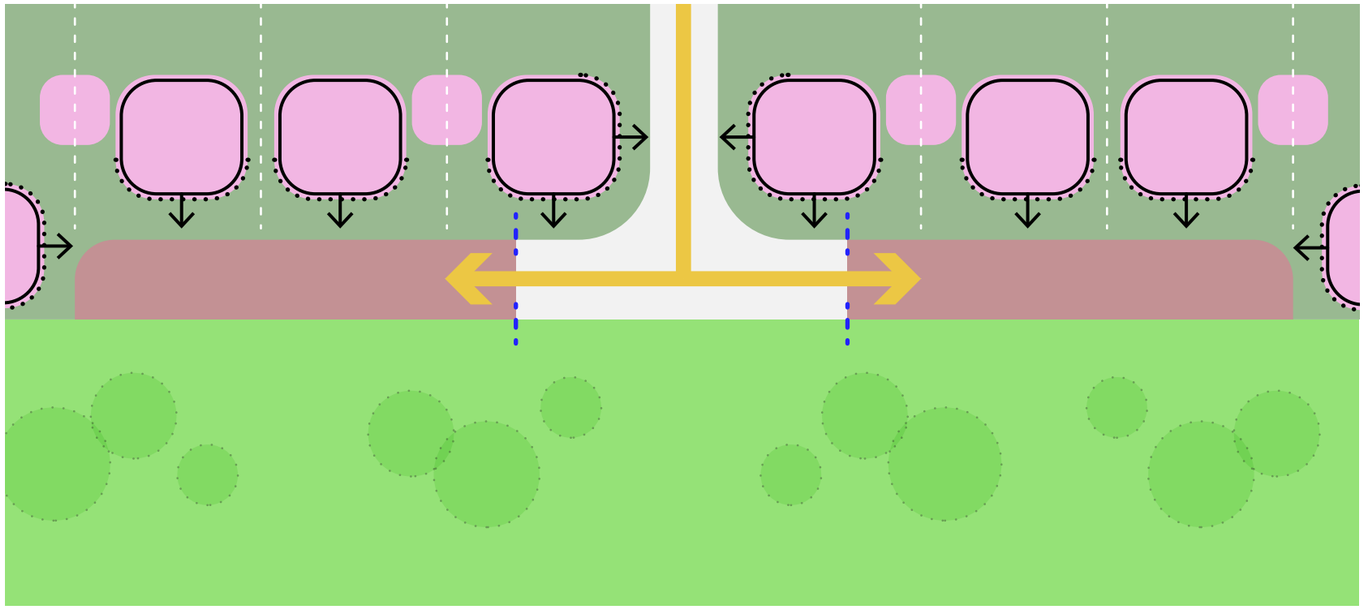
6.1.6 Landscape Edge Condition 2

Turning Head Serving Home zone / private Drives

An alternative option is to access a pair of Home zone / private Drives from a secondary 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.

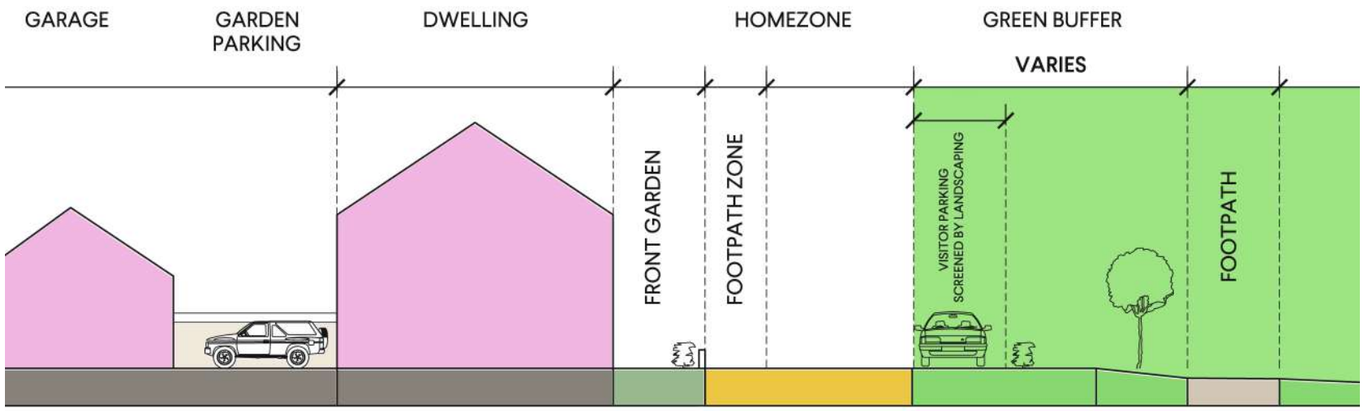
Parking to be provided to the side of dwellings behind the building line. Areas of visitor parking to be provided but screened by landscaping.

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




TRUMPINGTON MEADOWS. Allies and Morrison © BARRATT HOMES


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



7.0 LANDSCAPE

7.0 LANDSCAPE

7.1 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.

The site is predominantly agricultural land with some 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:

- *Neighbourhood and Local Area Play and park elements through to formal recreational and sports pitches are provided*
- *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*

The landscape strategy will include the following elements;

BNG Achievement, including detailed design for landscape uplift.

- Nutrient Neutrality assessment, including appropriate provision measures.

Connectivity & Green Fingers, including how areas will connect via green links

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

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

7.0 LANDSCAPE

7.2 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, 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

7.3 Habitats & Biodiversity

The Nunthorpe site offers an opportunity to strengthen and expand upon significant existing habitats 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 through the residential areas. It is expected that these existing wildlife habitats will be incorporated 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, 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 green 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.

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 Eastern boundary of the site will help to mitigate noise pollution along the 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

7.0 LANDSCAPE

7.3.1 Habitats & Biodiversity

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, 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:

Key

Existing woodland and Hedgerows retained

Proposed Grassland and Biodiverse Habitats

7.4 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 green hub area. 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 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.

7.4.1 Active Travel

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 green hub area. 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 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.

7.5 Paths & Routes

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

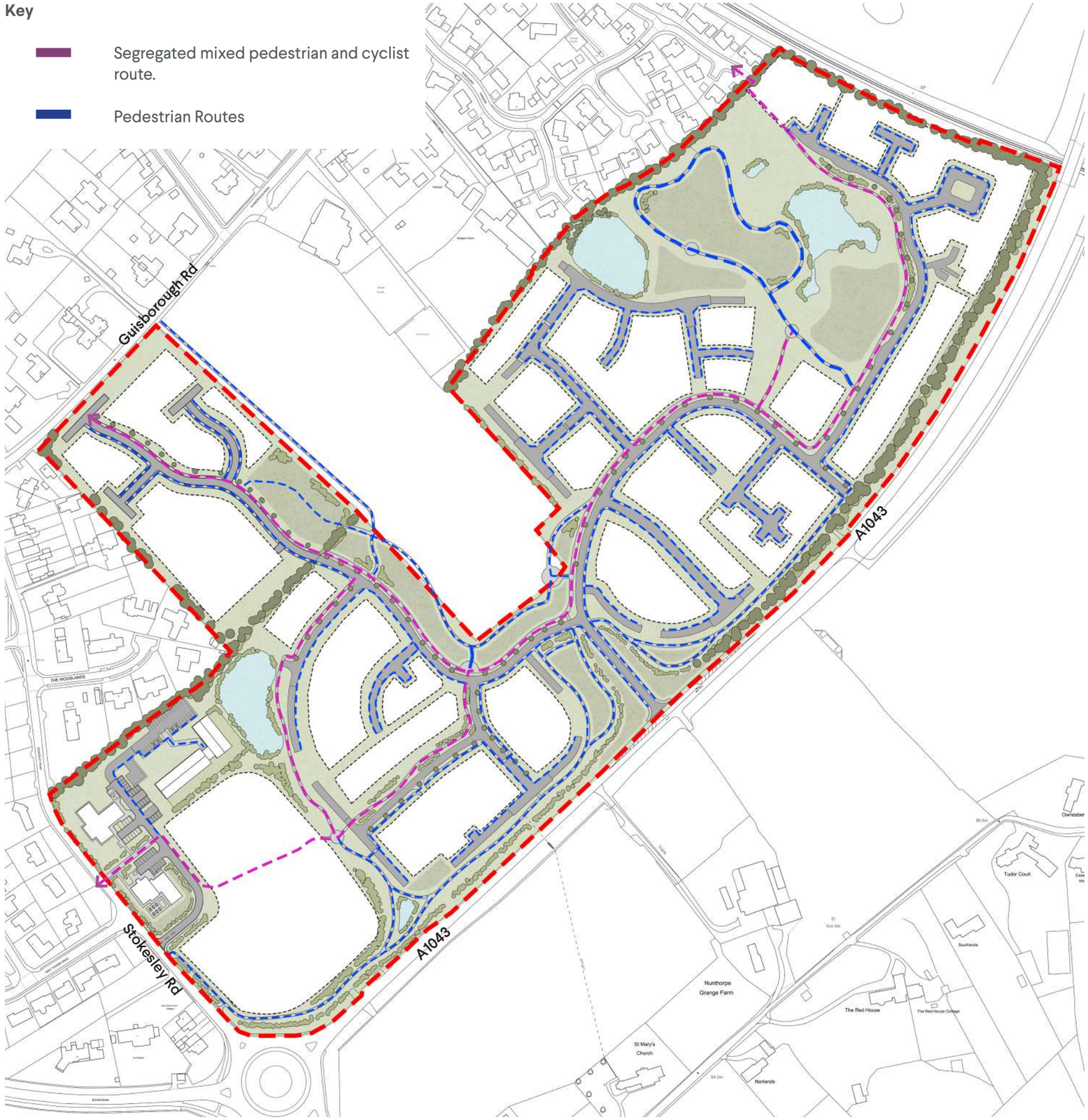
The strategy at Nunthorpe is simple. Everyone will be able to access paths and routes that take them where they want to be, whether this is to a neighbourhood play area, the commercial centre, or further afield and into Middlesbrough or the open countryside. The adjacent diagram shows an indicative proposal,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

The hierarchy is such that a strategic segregated pedestrian and cycle route at 3.6m 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 3.6m wide mixed use tarmac path will provide a secondary route, permeating the residential areas. Further networks provided by compacted gravel paths, 3.6m wide, to be used as exploratory trails and 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.



7.0 LANDSCAPE

7.6 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.

<u>The main characteristics of a LAP are:</u>

- *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.

7.7 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.

<u>The main characteristics of a LEAP are:</u>

- *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.

7.8 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.

<u>The main characteristics of a NEAP are:</u>

- *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 65 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 GREEN HUB.

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

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

7.0 LANDSCAPE

7.9 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 green hub, or village green. Way markers and signs will provide time and distance to key features integrated into the proposed path network. 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 development 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 green 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.

Riu Llobregat, Clase BCN © ESSA PUNT


Richmond Slave Trail © Baskervill

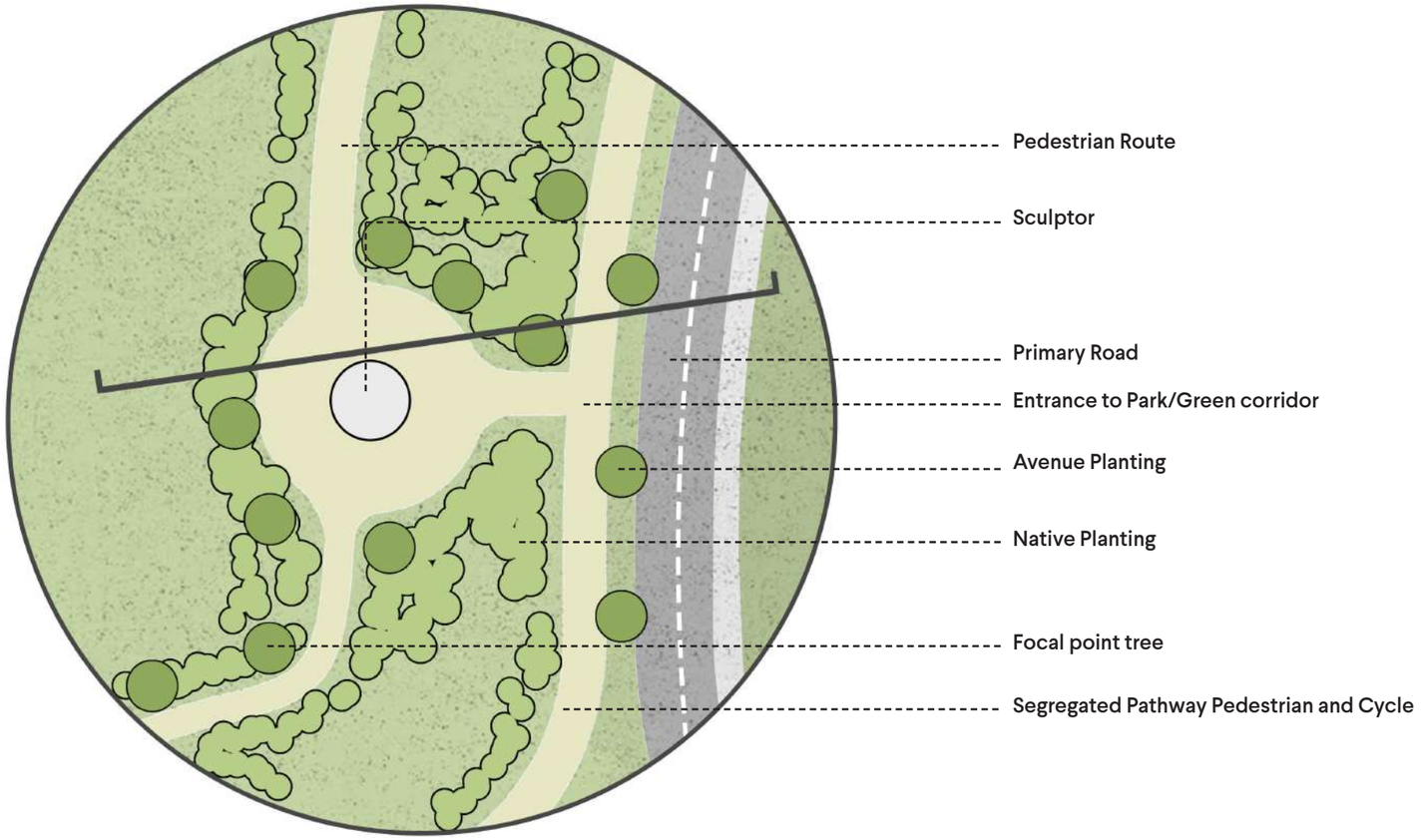

Frederik Meijer Gardens & Sculpture Park © OLIVIA CHRISTINE

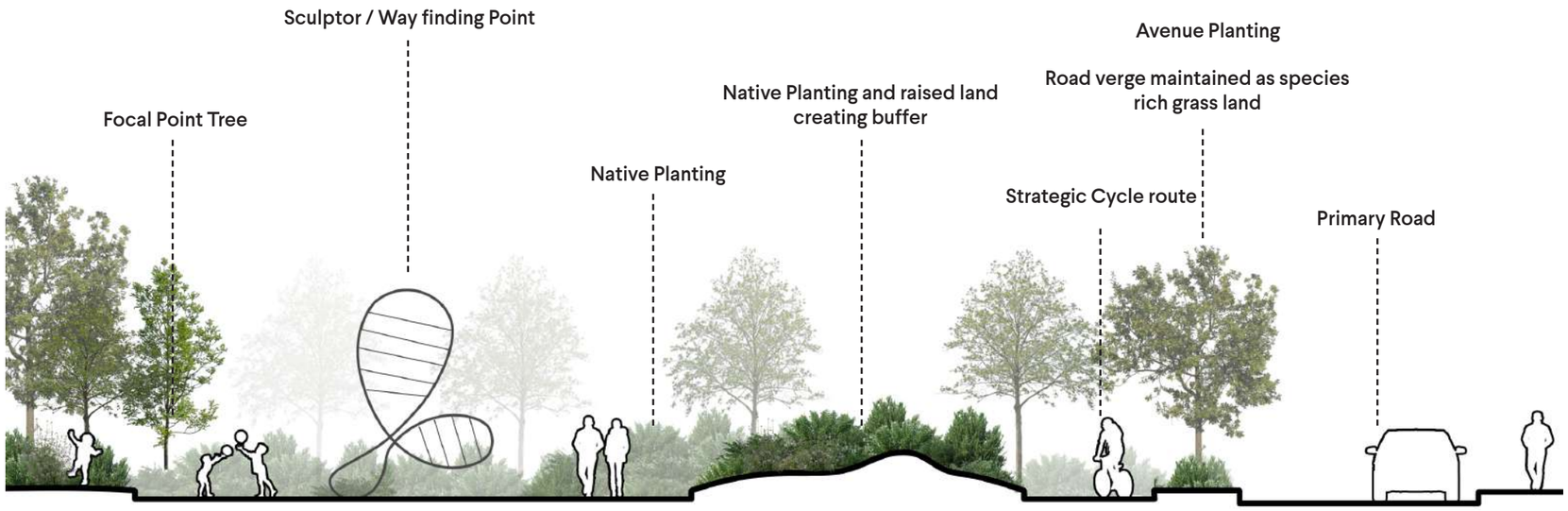
7.0 LANDSCAPE

7.10 Indicative Sculptor point & Green Corridor Study

A typical example of how a landscape corridor adjacent to primary roads might intersect at certain points where way finding sculptors are positioned.

These extensive corridors define naturalistic routes between developed zones, directing people through the site and buffering transport routes.

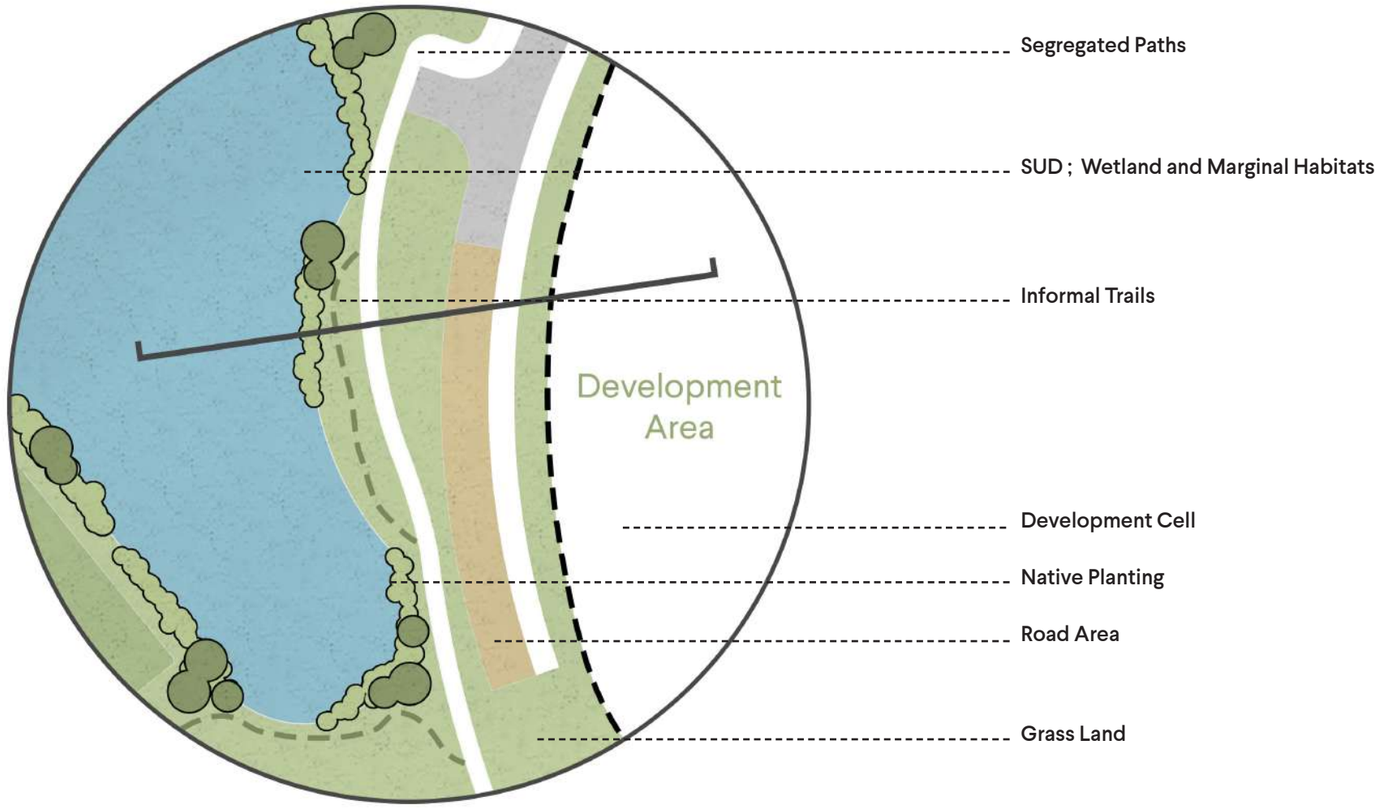


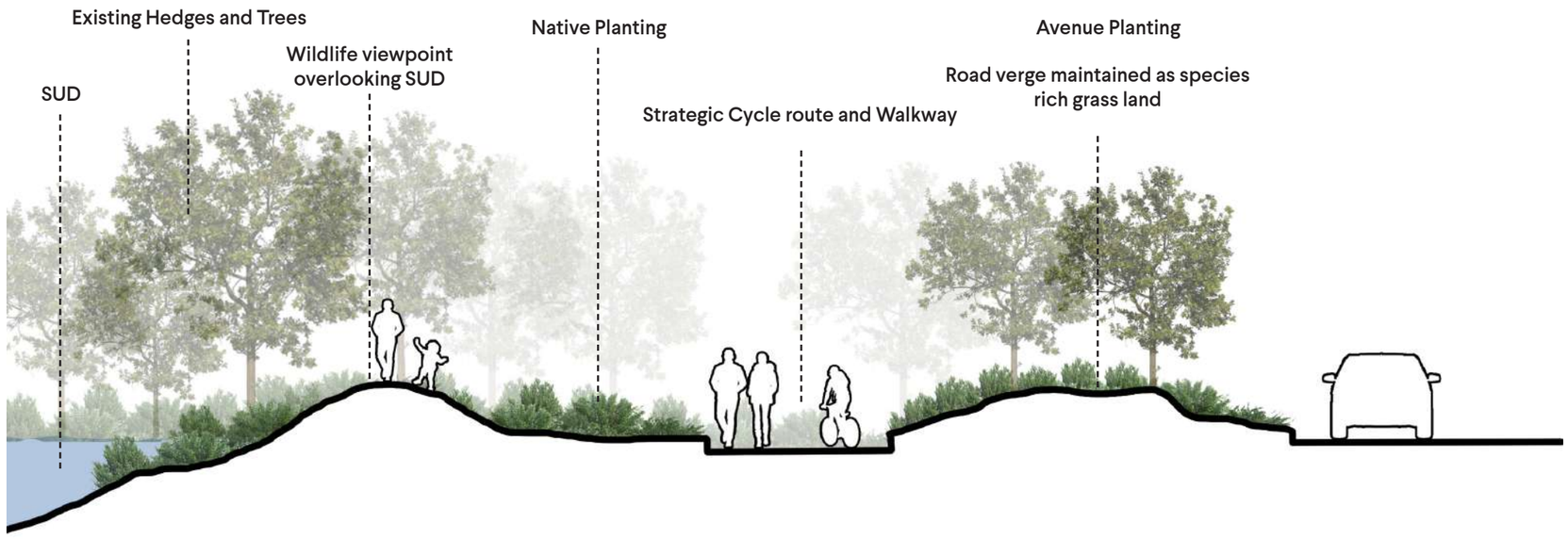


7.0 LANDSCAPE

7.11 Indicative SUD and Routes

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

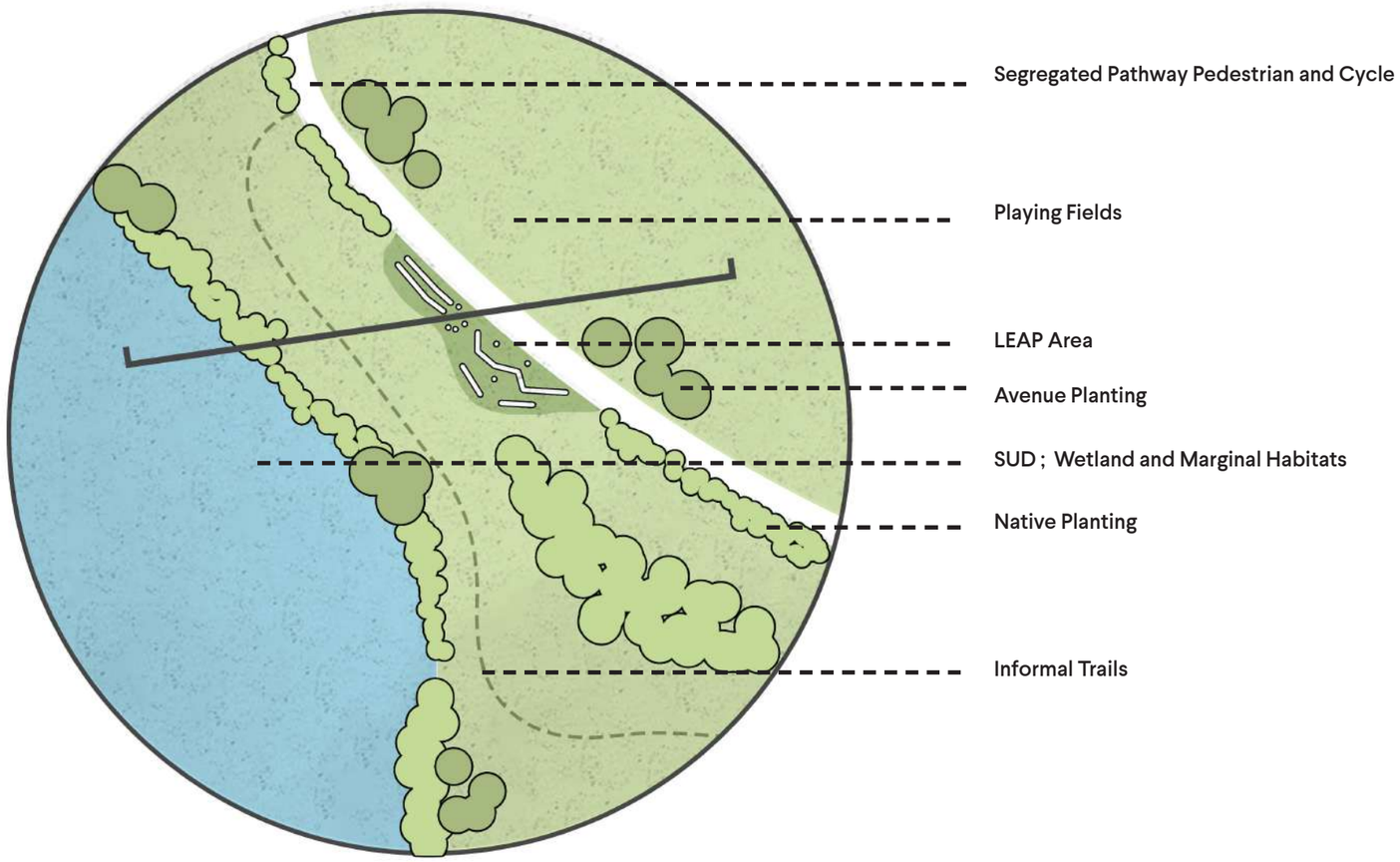


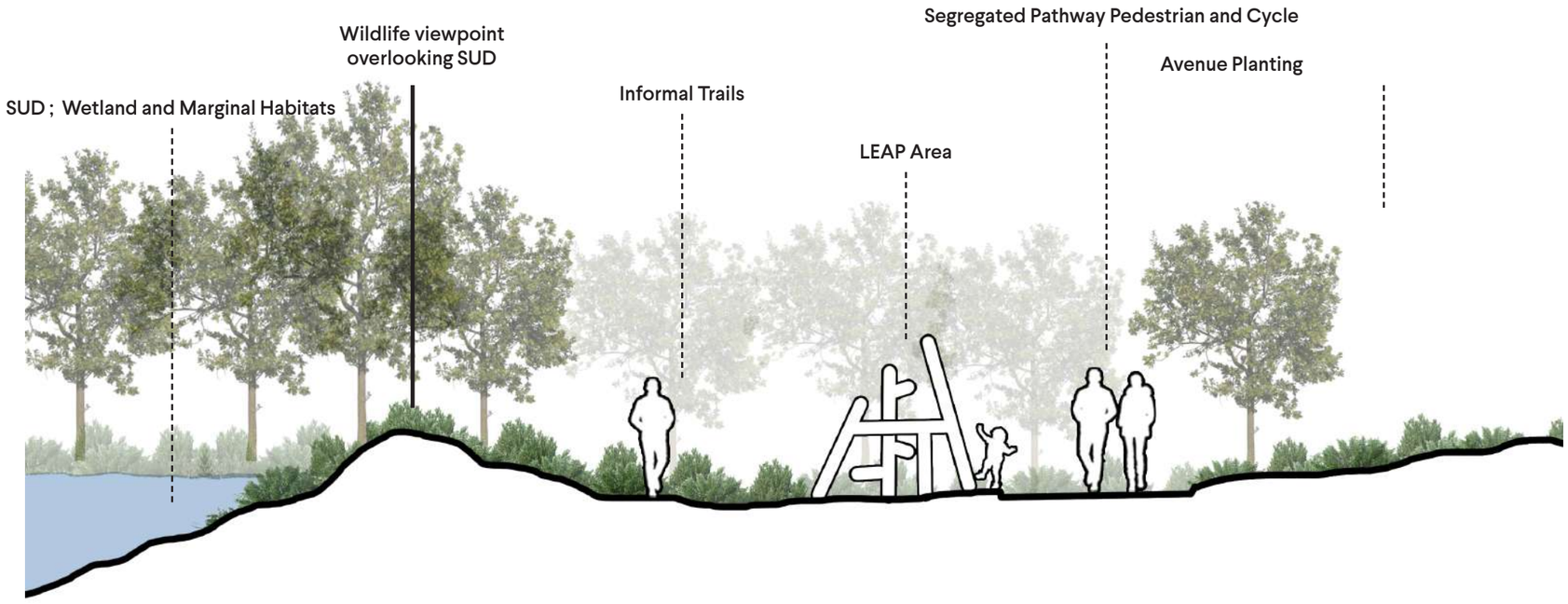


7.0 LANDSCAPE

7.12 Indicative SUD and Green space

A typical example of how a landscaped areas 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.

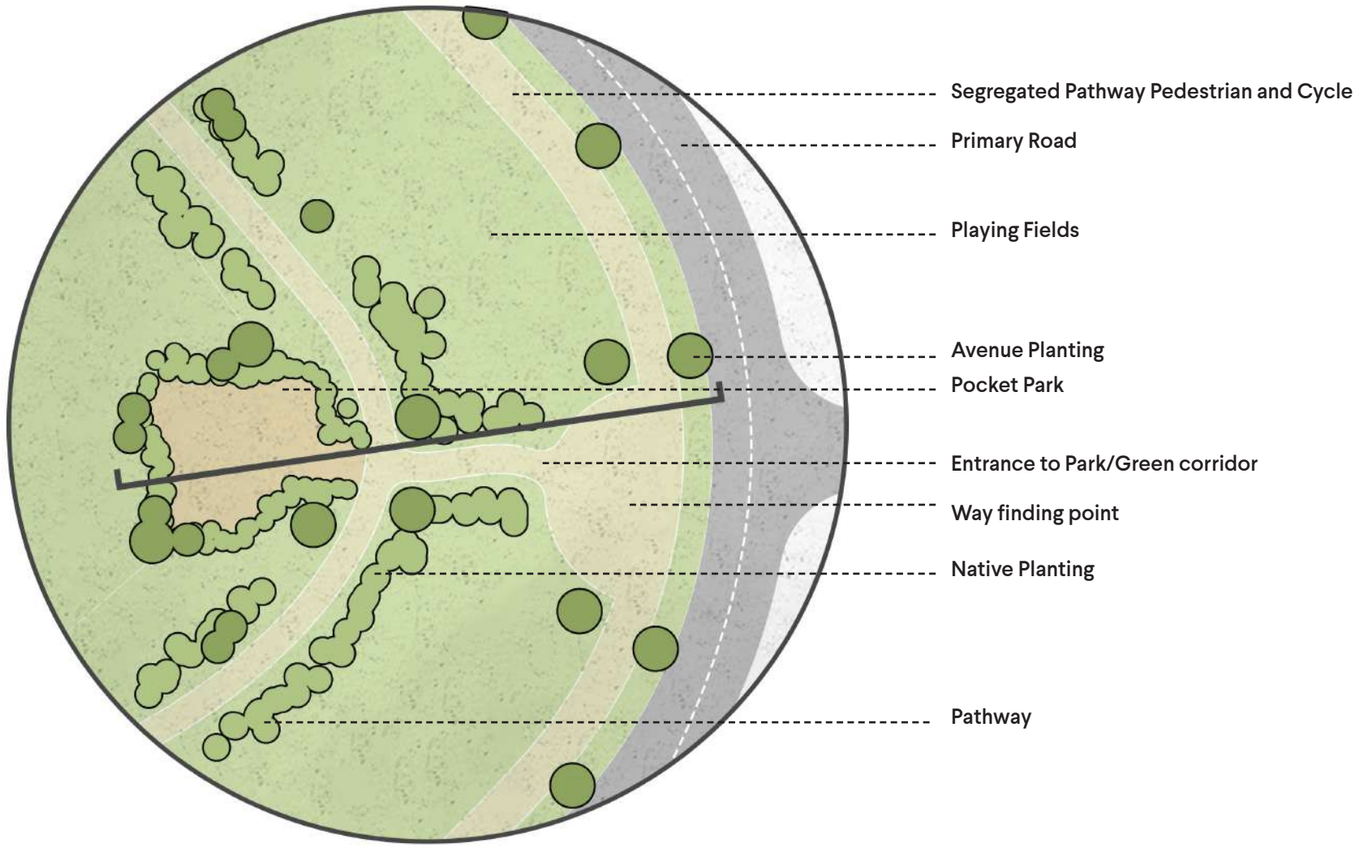


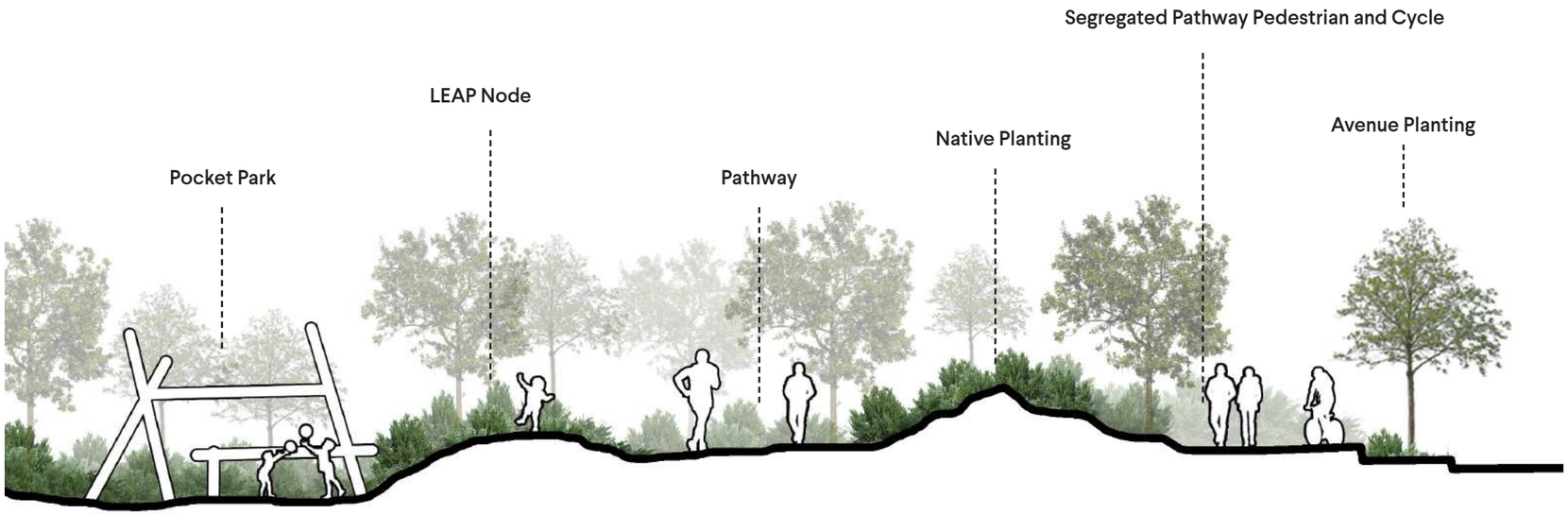


7.0 LANDSCAPE

7.13 Indicative Pocket Park & Green Corridor Study

A typical example of how a landscaping corridor between developments might intersect a LEAP node with a pocket park 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.





7.14 Informal Amenity Spaces & Features

The Nunthorpe development 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*
- *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. 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

- Segregated mixed pedestrian and cyclist route.
- Pedestrian Routes
- Trim trails - Activity Trail situated within green corridors between devel opments.
- Art Features Surrounding Paths
- Pocket Parks
- Wild Life trails -Informal paths linking nature trials with formal paths/

7.0 LANDSCAPE

7.15 Play and Sports Provision

Play and Sports areas are to be provided to ensure the new and existing Nunthorpe 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

7.0 LANDSCAPE

7.16 Landscape Area 1 - Village Green

The Village Green is a continuous park that is the main connection of Nunthorpe Grange to existing Nunthorpe. The Green flows through the site from Guisborough Road to the A10 3 and countryside beyond. The park will cover a minimum of 3 hectares.

The Green's shape and location incorporates the existing playing fields and is designed to maintain open views across the site to the Cleveland Hills beyond.

It is envisioned the space will be predominantly maintained open grassed areas with a path loop connecting surrounding homes to pathways to other areas of the site and Nunthorpe. The existing mature trees will be retained and complemented with new trees and other planting.

Key features include:

- Flat and welcoming areas to encourage outdoor activities and as a place for community events and informal sports.
- Well defined & safe children's play space.
- Variety of different seating area for resting, relaxing and eating.
- Disability friendly, walking/cycle routes.
- Clearly defined boundaries.
- Public art, bandstand or other focal point.
- High quality planting scheme.

7.17 Landscape Area 2 - Wildlife Habitat Area

The Wildlife Habitat Area utilises the area of the site that is designated as flood zone 2 & 3 and is not suitable for housing as it is the source of Ormsby Beck. This 3.5 hectare park is envisioned as a haven for wildlife and an informal area of public open space for residents of Nunthorpe Grange and the wider Nunthopre area.

The park features a series of informally landscaped areas, wildlife ponds and wetlands areas that are connected by a network of pathways and boardwalks around and cross the park. Some of these ponds may also be utilised as SUDS.

Key features include:

- Wildlife ponds and wetlands with boardwalk access.
- Habitats to support breeding/nesting animals and birds.
- A mix of maintained and long grass areas.
- Wildflower meadows.
- Existing mature trees retained.
- New planting of native British trees and plants.
- Disability friendly, walking/cycle routes.

7.18 Landscape Area 3 - A1043 Site Gateway

This site entrance from the A10 3 will be the most prominent entrance to Nunthorpe Grange and must present a good first impression of the high quality homes and environment of the development.

Development must be brought away from the road edge on both sides of the road and a landscaped green space created. The landscape strategy should include planting and features that will look good all year round and reflect the contemporary design nature of the development. The focus of the gateway should be a large feature sculpture, ideally designed and manufactured locally and with a theme that has a connection to the local area.

Key features include:

- Large feature sculpture.
- Housing set back from A10 3 and entrance road.
- Landscaping that provides interest all year round.

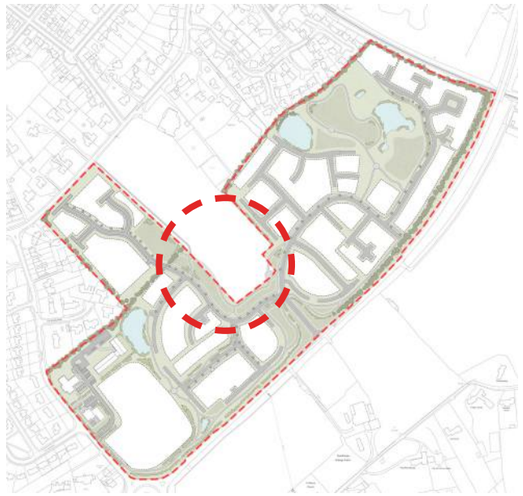
7.19 Landscape Area 4 - Stokesley Road Site Gateway

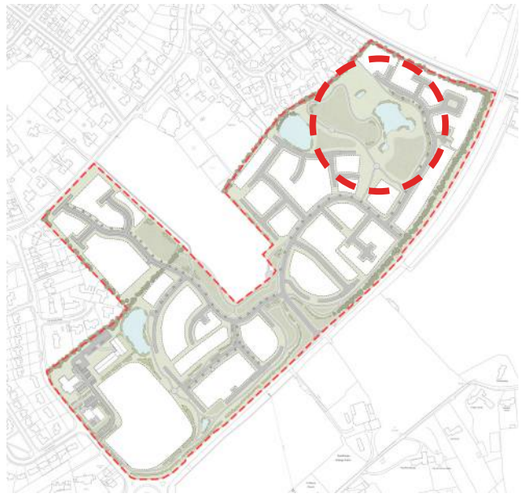
The site entrance from Stokesley Road is from a much quieter road than other entrances. This entrance should have a less formal design and reflect that this is an extension to Nunthorpe and not the entrance to a stand alone development. The use of formal gateposts and/or walls would be inappropriate.

This section of Stokesley Road is poorly appointed in terms of footpaths and safe cycle routes; additional pedestrian and cycle access points should be provided away from this new junction.

Key features include:

- Improved Pedestrian and cycle crossing.
- Landscaping that provides interest all year round.





7.0 LANDSCAPE

7.20 Landscape Area 5 - Linear Park

A visual and acoustic buffer is required where the site adjoins the A10 3 and to a slightly lesser extent Stokesley Road. This is also a very prominent view of the site for passing vehicles, especially from Poole Roundabout.

A linear park has been proposed to bring development away from the site boundary and create this visual and acoustic buffer that will transition between open countryside and Nunthorpe Grange. House frontages, trees, hedges and hard landscaping features should be combined to express the qualities of the development to those passing by each day. The existing hedge is to be retained and where appropriate added to, creating a natural sound buffer zone. Any fixed sound attenuation must be sympathetic to the context of the green space.

This park is a key element of the green infrastructure with cycle paths and footways to connect the site to Poole Roundabout. The park will mainly be a transient place that people move through rather than linger in. It should incorporate features to support this such as a trim trial type installation, short stop seating and public sculpture.

Key features include:

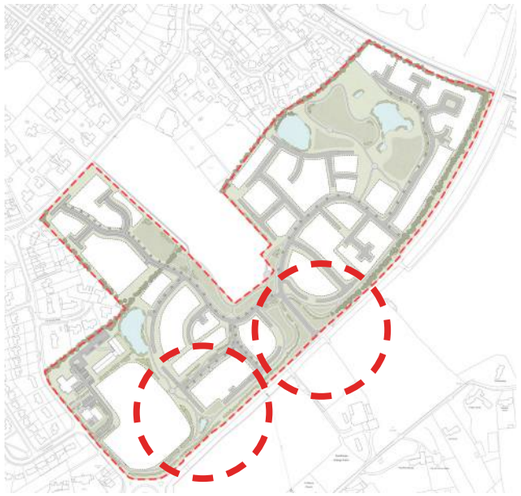
- Shared use path.
- Appropriate acoustic treatment.
- Features designed to support transient use.

7.21 Landscape Area 6 - Pocket Parks

The Village Green and the Wildlife Habitat Area provide large area of public open space, however pocket parks provide more secluded areas principally for residents surrounding the parks. The small open spaces support a higher density of housing around them and should be highly and creatively landscaped, with each park having its own identity. Roads around the parks should be a shared surface and highly traffic calmed so that the road becomes part of the park not a barrier around it.

Key features include:

- Highly and creatively landscaped areas.
- Adjoining roads to be shared surface a traffic calmed.



8.0 PLANNING REQUIREMENTS

8.0 PLANNING REQUIREMENTS

8.1 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 Nunthorpe Grange.

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.

8.2 Housing Application Validation Requirements

The following list outlines the validation requirements to be met for a housing application at the Nunthorpe Grange 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*
- *BNG assessemnt to meet criteria*
- *Nutrient Neutrality assessment*

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