

# Stainsby Country Park & Masterplan

## Background Document



## **Documents and Process so far**

2013

- Arup's Strategic Housing Sites Model Assessment Report

2014

- Local Plan & Supporting Documents
- Tees Valley Strategic Infrastructure Plan

2015

- A66 & A689 Tees Valley Strategic Study

2018

- Middlesbrough Integrated Transport Strategy
- Developing Middlesbrough's Highway Infrastructure
- Public Open Space & Land Appropriation (process not complete)
- Executive Report (Stainsby Masterplan, including Stainsby North)
- Public Consultation Events
- Draft Masterplan

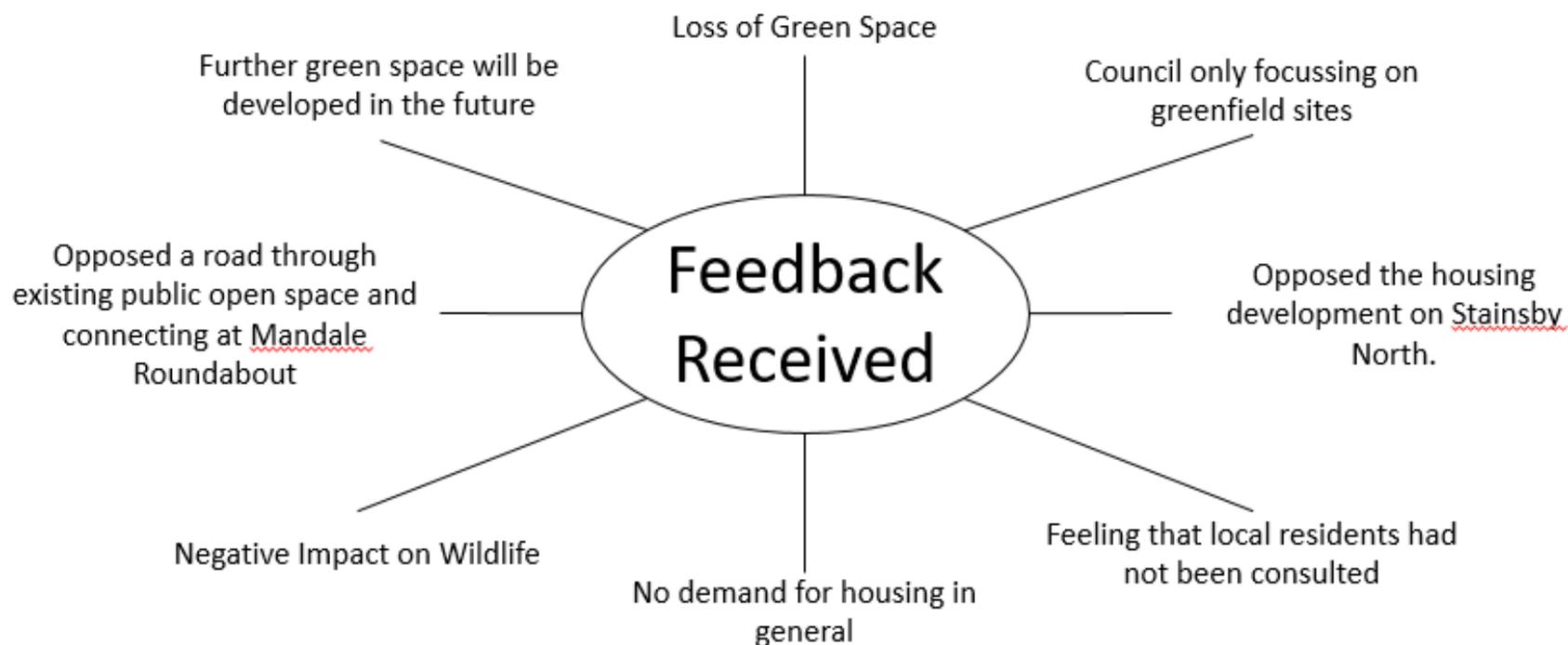
2019

- Middlesbrough and Redcar and Cleveland Councils Joint Strategic Transport Needs Assessment Model Assessment Report
- Executive Report (Stainsby Draft Masterplan and Next Steps)
- Review of Housing at Stainsby North
- Review of Stainton Way Western Extension

2020

- Detailed Masterplan
- Executive Report (Stainsby Country Park (formally known as Stainsby / Stainsby Detailed Masterplan))

**2018 Public Consultation**





## **Stainton Way Western Extension (SWWE)**

As identified within the 2014 Local Plan, the SWWE is required to meet the transport needs of the town.

The SWWE serves three key priorities:

- a) to provide access to the proposed housing developments;
- b) to satisfy the forecast increase in car usage; and,
- c) to provide strategic mitigation to bring forward the Council's wider housing development programme.

Following the May 2019 Local Elections and change in political leadership, consideration was given on how to progress the Stainsby Scheme, particularly in regards to SWWE. The Council commissioned a piece of work to assess all the option, including those raised by the public through the 2018 Consultation process for the alignment of the SWWE. The options assessed are shown on the next page.

The commission focussed on the Transport Appraisal Process. Options were sifted for the better performing options based on assessment process, in line with Department for Transport guidance and recent good practice. The assessment concluded that two of the options would deliver the necessary road infrastructure improvements, Option 2 and Option 3. Further information on the assessment can be found on page 7.

Option 3 has been chosen as the preferred option and is included within the Masterplan. The SWWE needs to go through Mandale Meadow, as other options are unsuitable and/or undeliverable. The road will be designed and aligned to minimise its impact on the Meadow. This will be achieved through aligning the road as far as practically possible to the west of the Meadow.



Proposed Alignment

**Stainton Way Western Extension Assessed Alignment Option**

Option 1



Option 2



Option 3



Option 4



## Independent Assessment of Options for SWWE

Option	Objectives	Deliverability	Decision
Option 1	Could support some housing, but there will be a restriction based on the A19/A174 junction capacity. All additional traffic will be loaded onto Stainton Way/Low Lane, which could create additional congestion on these routes	Only a small amount of additional infrastructure over that already provided. Relatively easy to deliver. Unlikely to be well received by existing housing developers and Highways England may have issues given the adverse impact on the Strategic Road Network.	Rejected – Will not support all of the planned housing development and will exacerbate existing congestion problems at the A19/A174 junction
Option 2	Multiple access points will spread the impact of additional traffic and support a greater volume of housing. Will improve existing capacity issues at the A19/A174 junction. Internal connections can help support active travel modes and public transport penetration of the new housing development. Close to existing housing in West Middlesbrough and requires a crossing of Blue Bell Beck	Significant new road infrastructure required, but not particularly specialised. Low to Moderate complexity - need to cross Blue Bell Beck and take account of undulating topography, but connections at either end already exist. Moderate stakeholder resistance likely due to proximity to existing housing.	Accepted
Option 3	Multiple access points will spread the impact of additional traffic and support a greater volume of housing. Will improve existing capacity issues at the A19/A174 junction. Internal connections can help support active travel modes and public transport penetration of the new housing development. Adjacent to existing highway corridor and removed from existing housing, but requires a crossing of Blue Bell Beck	Significant new road infrastructure required, but not particularly specialised. Low to Moderate complexity - need to cross Blue Bell Beck and take account of undulating topography, but connections at either end already exist. Some stakeholder resistance, but alignment is much further from existing housing.	Accepted - Preferred Option
Option 4	Multiple access points will spread the impact of additional traffic and support a greater volume of housing. Will improve existing capacity issues at the A19/A174 junction. Internal connections can help support active travel modes and public transport penetration of the new housing development. New crossing of the A19 will be at a high level, creating additional visual intrusion for housing to the west of the A19	Significant new road infrastructure required, with an additional crossing of the A19. High complexity - additional crossing of A19 required, together with new connection into existing local network. Moderate stakeholder resistance likely due to proximity to existing housing and additional crossing of the A19.	Rejected - Higher cost and risk of crossing the A19, along with increased visual intrusion for existing housing. Some of the route is outside the Middlesbrough local planning authority area

## **Green Space & Country Park**

The Masterplan seeks to provide a vision of a sustainable, mixed and balanced community set within an outstanding and engaging landscape that includes the creation of a new Country Park.

The Masterplan enhances and extends existing habitats such as Blue Bell Beck, Mandale Meadow and West Plantation and creates a wide range of new habitats. These will interact and flow throughout the development providing a seamless transition between the built environment and the countryside, facilitating the movement of wildlife and people.

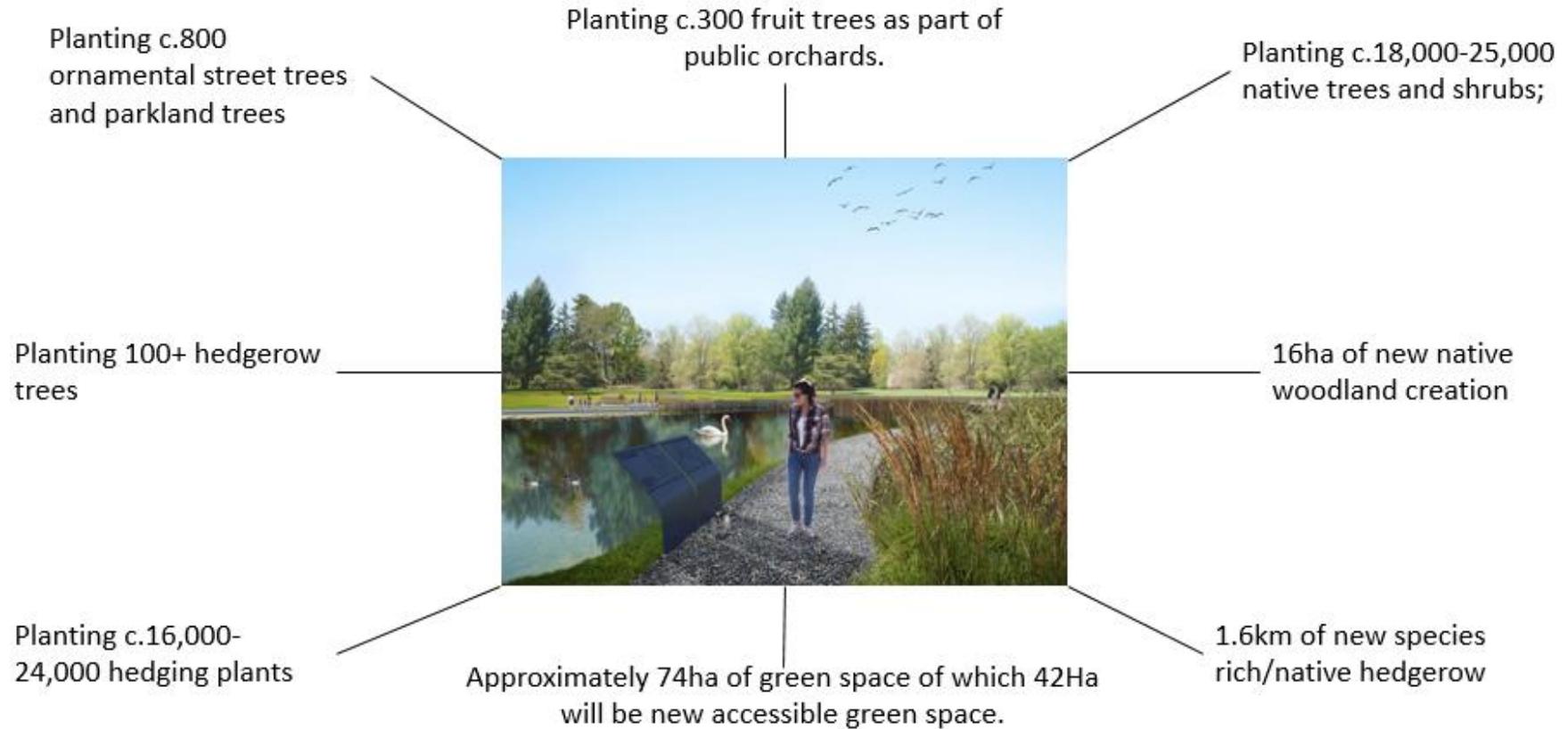
The Masterplan provides a comprehensive network of play and recreation facilities ensures that residents have easy access to a natural, stimulating, and safe environment for recreation and healthy living activities for all ages and abilities. These will be incorporated into the green open space network as appropriate.

One Planet Living Principles are fully designed into the Stainsby Masterplan and opportunities have been identified for each of these principles.

To protect the Country Park from future development it is Middlesbrough Council's intention for the park to be adopted and to be accredited as a Natural England Country Park.



## Country Park Benefits



## **Masterplan & Design Guidance Adoption**

Planning applications are decided in accordance with the Local Plan and the National Planning Policy Framework (NPPF), unless material considerations indicate otherwise. This means that developments that fit the Local Plan and the NPPF are very likely to be approved.

The purpose of Masterplans and Design Guidance documents is to provide more detailed advice or guidance on policies contained within the Local Plan. The process provides Local Authorities the opportunity to set out expectation and influence the design of a proposed development early in the design process and is more efficient than trying to implement suggested revisions at a later stage, particularly if this relates to a major proposal like Stainsby.

Masterplans and Design Guidance can be adopted by Local Authorities becoming material considerations against which planning applications will be assessed.

Should the Stainsby Country Park & Masterplan not be adopted by the Council as Development Guidance the following risks have been identified:

- a) the alignment of the road through the private land could be developed with a route that the Council will have no control over;
- b) developers could look to maximise the density and volume of housing;
- c) the Council will have little control over the quality of the housing delivered;
- d) level of green space provided for the creation of the Country Park may be reduced to accommodate a larger built environment;
- e) quality of the local centre may be affected and not be provided in the ideal position on the site;
- f) typically on developments like Stainsby, each developer will appoint its own agent to manage the green space provided, leading to a number of different agents managing the Country Park; and,
- g) the Masterplan is developed following a full public consultation and takes into account the desires of the community, without it they are not heard by developers and will not be reflected in the development.