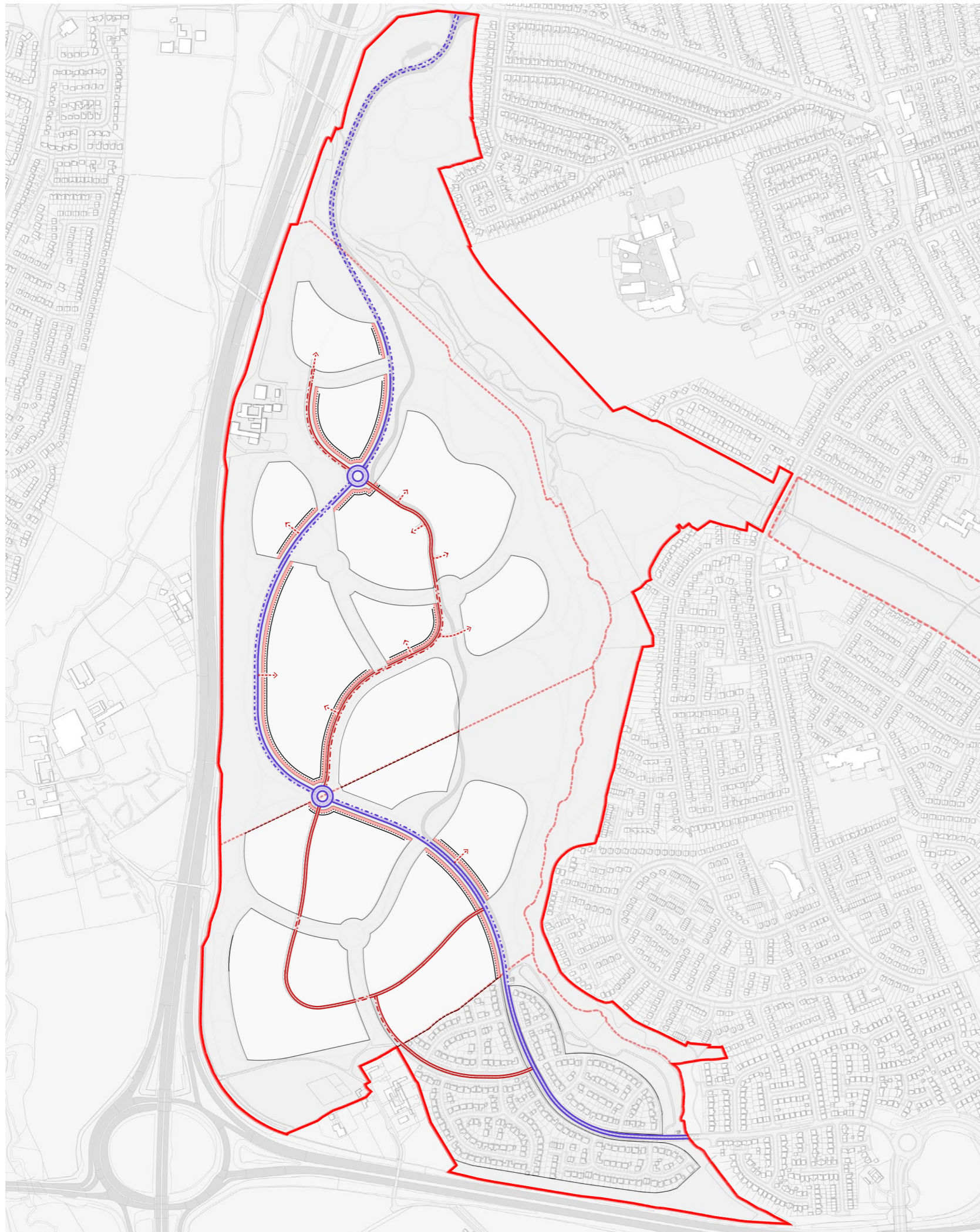


7.0 URBAN STRATEGY STUDIES

7.1 Roads





7.0 URBAN STRATEGY STUDIES

7.1 Roads (Circulation and Access)

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

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

- 7.1.1 Primary Road Condition 1 - Building/road/green edge.
- 7.1.2 Primary Road Condition 2 - Building/road/building.
- 7.1.3 Secondary Road Condition 1 - Building/road/building.
- 7.1.4 Secondary Road Condition 2 - Building/road/green edge.
- 7.1.5 Tertiary Road - Branch Roads.
- 7.1.6 Home Zone - Shared surface & Gateway.

KEY

<ul style="list-style-type: none"> ——— Primary Road - Facing Development Area Where a Primary Road is directly adjacent to a Built edge to one side. - - - - - Primary Road - Facing Green Space Where a Primary Road is directly adjacent to a Green edge to one side. Primary Road - Potential Expansion Position An extension to the proposed road may be required to serve the site as a whole, accessing the site from it's Northern boundary. This is subject to area Traffic assessments and consultation with Highways. ——— Secondary Road - Facing Development Area Where a Secondary Road is directly adjacent to a Built edge to one side. - - - - - Secondary Road - Facing Green Space Where a Secondary Road is directly adjacent to a Green edge to one side. - - - - -> Entrance Road to Development Areas These access roads are predominantly from Secondary roads although there are a few instances on the Primary Road where they apply 	<ul style="list-style-type: none"> Building Frontages Dotted Lines show the Building Frontages Direction. Building Frontages facing towards the external condition of each development area creating active developments. ——— Development Edge - to Road Development edge borders a Road in these locations.
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KEY POLICY

Roads

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



7.0 URBAN STRATEGY STUDIES

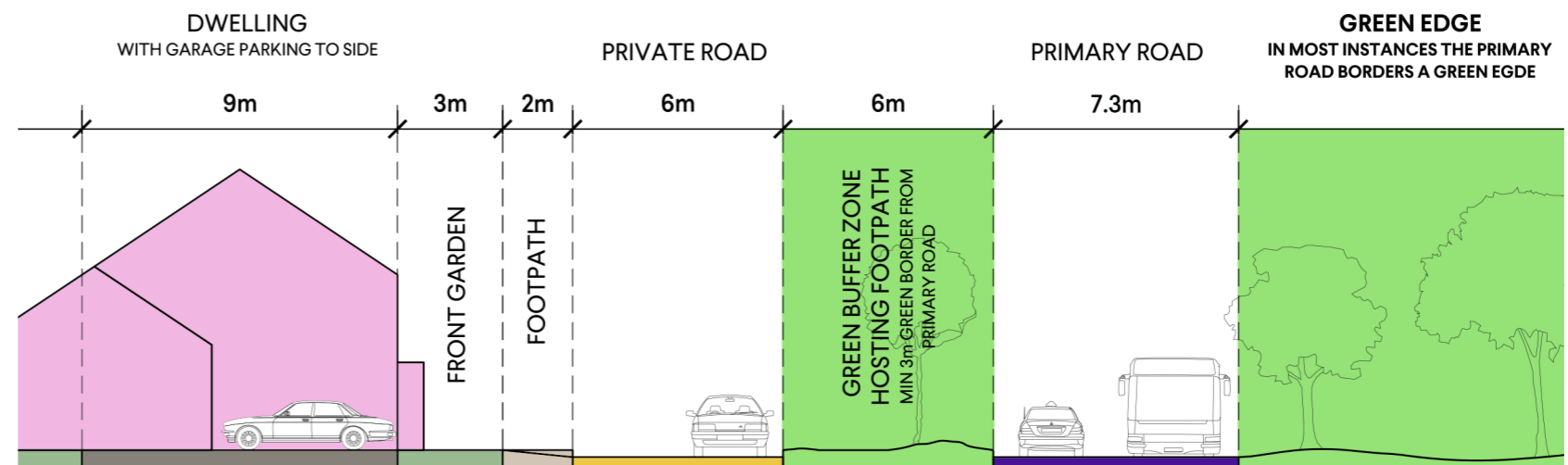
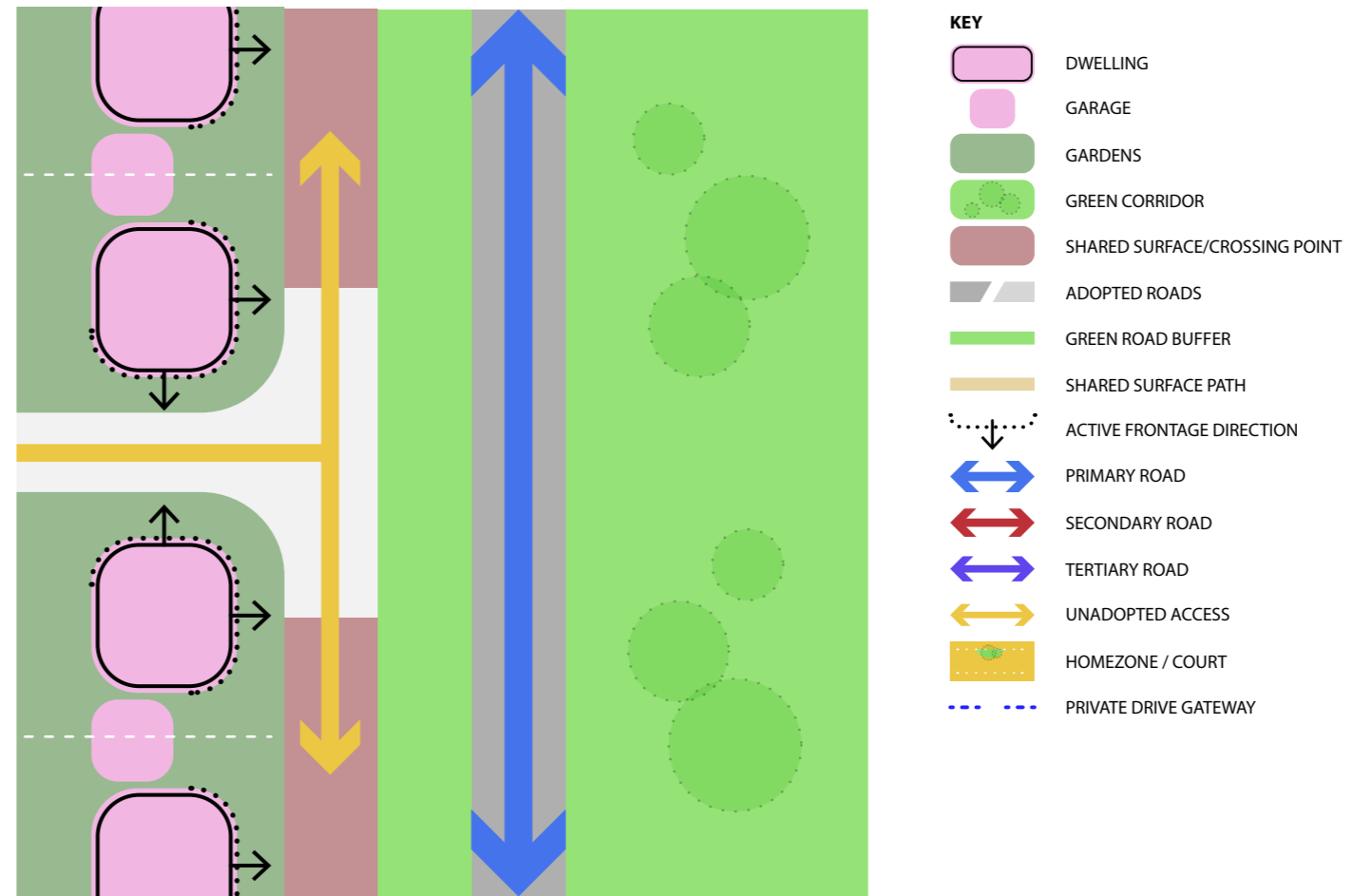
7.1.1 Primary Road Condition 1

Building / Road / Green Edge

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

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

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



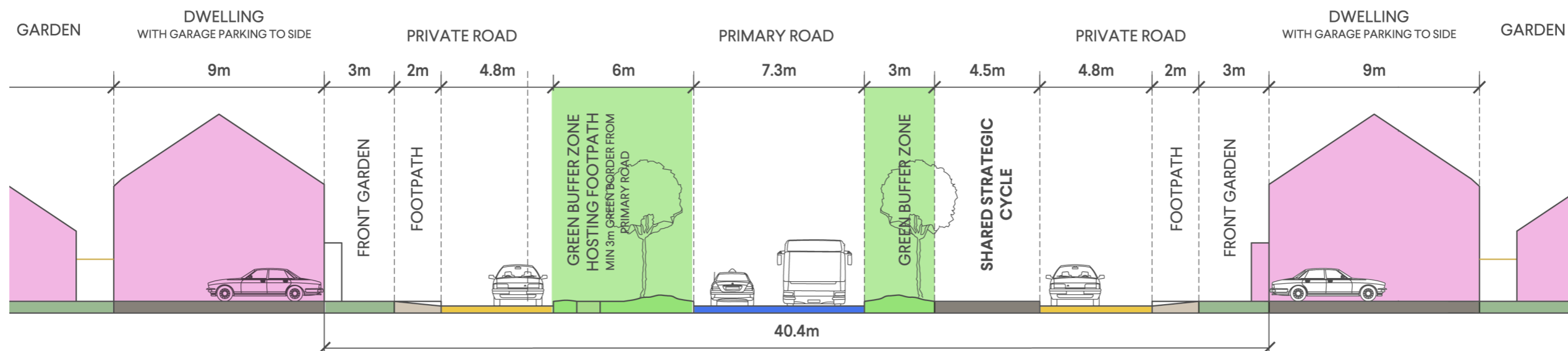
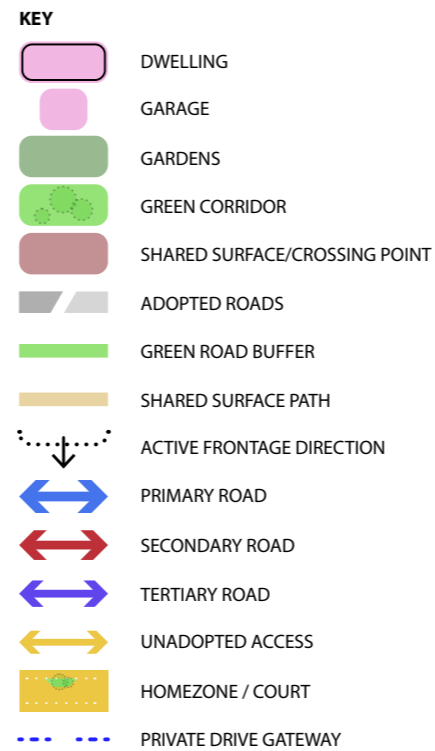
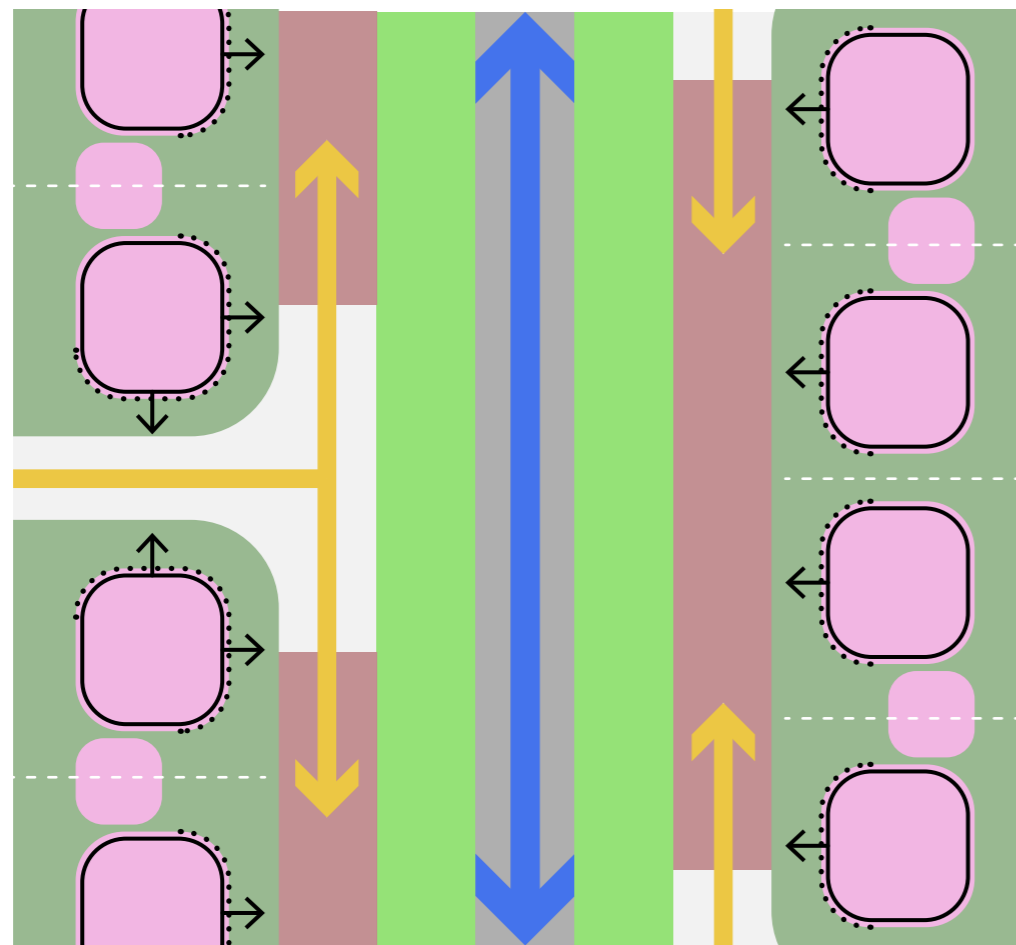
7.0 URBAN STRATEGY STUDIES

7.1.2 Primary Road Condition 2

Building / Road / Building

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

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



7.0 URBAN STRATEGY STUDIES

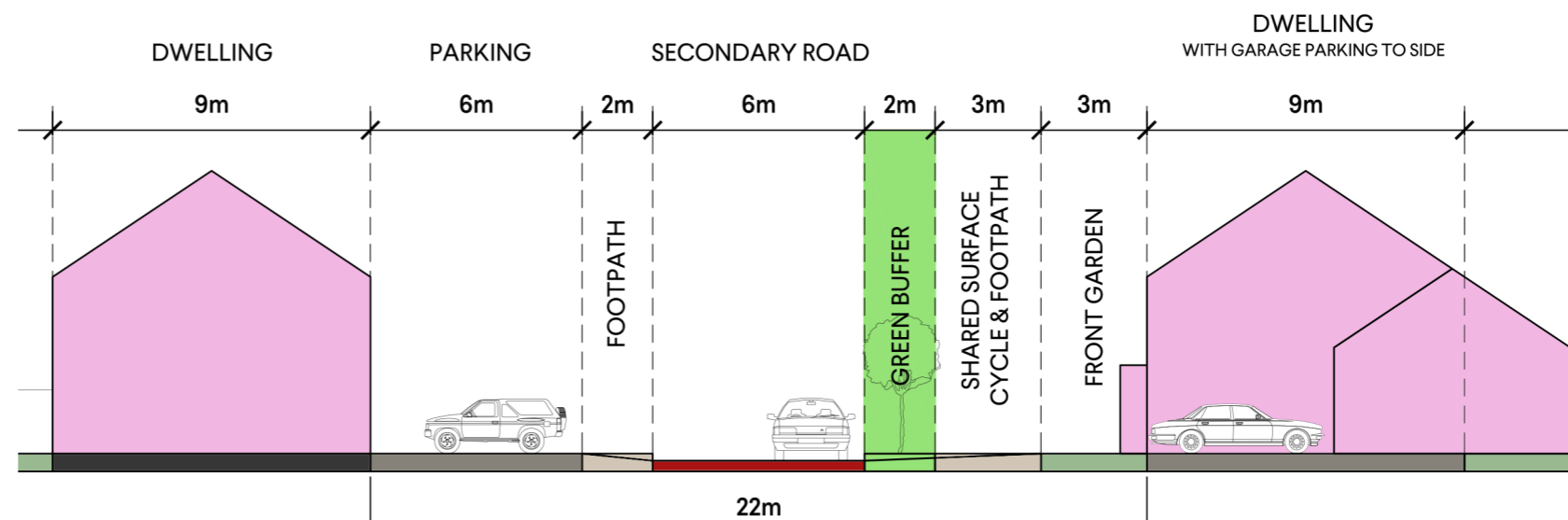
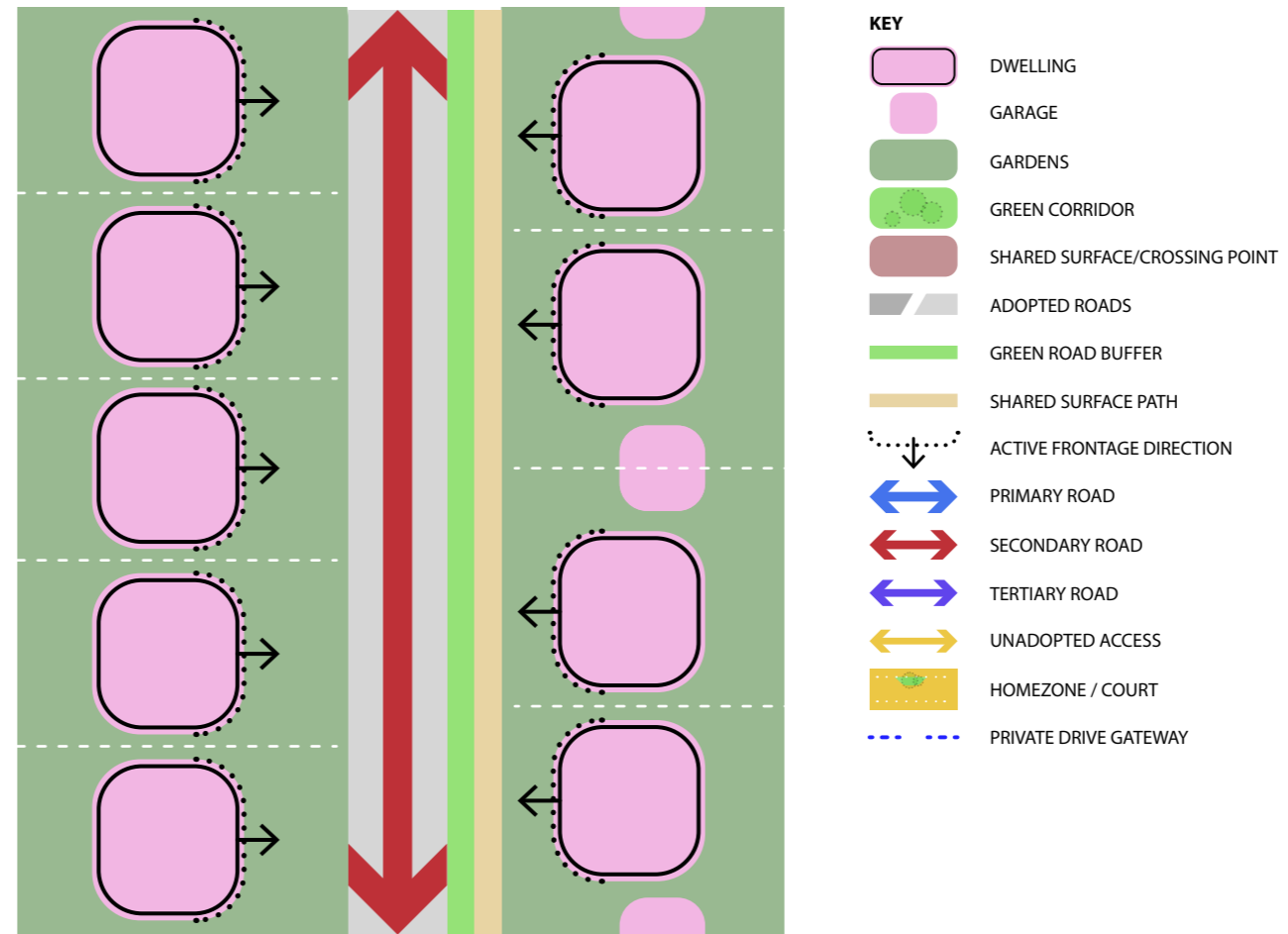
7.1.3 Secondary Road Condition 1

Building / Road / Building

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

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

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



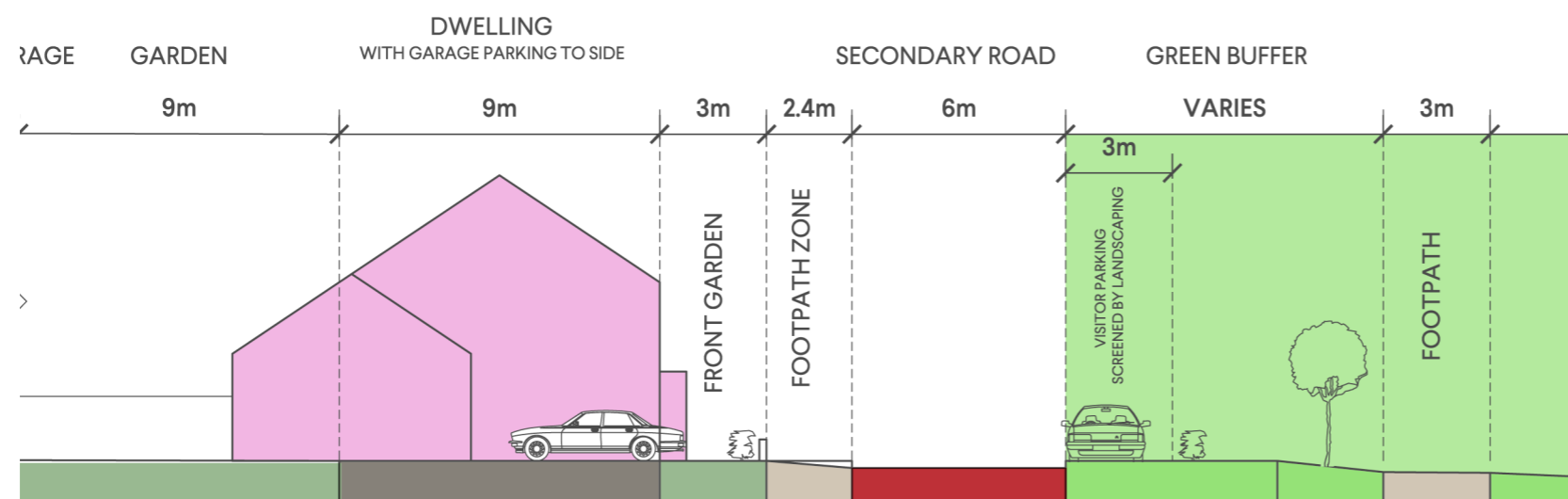
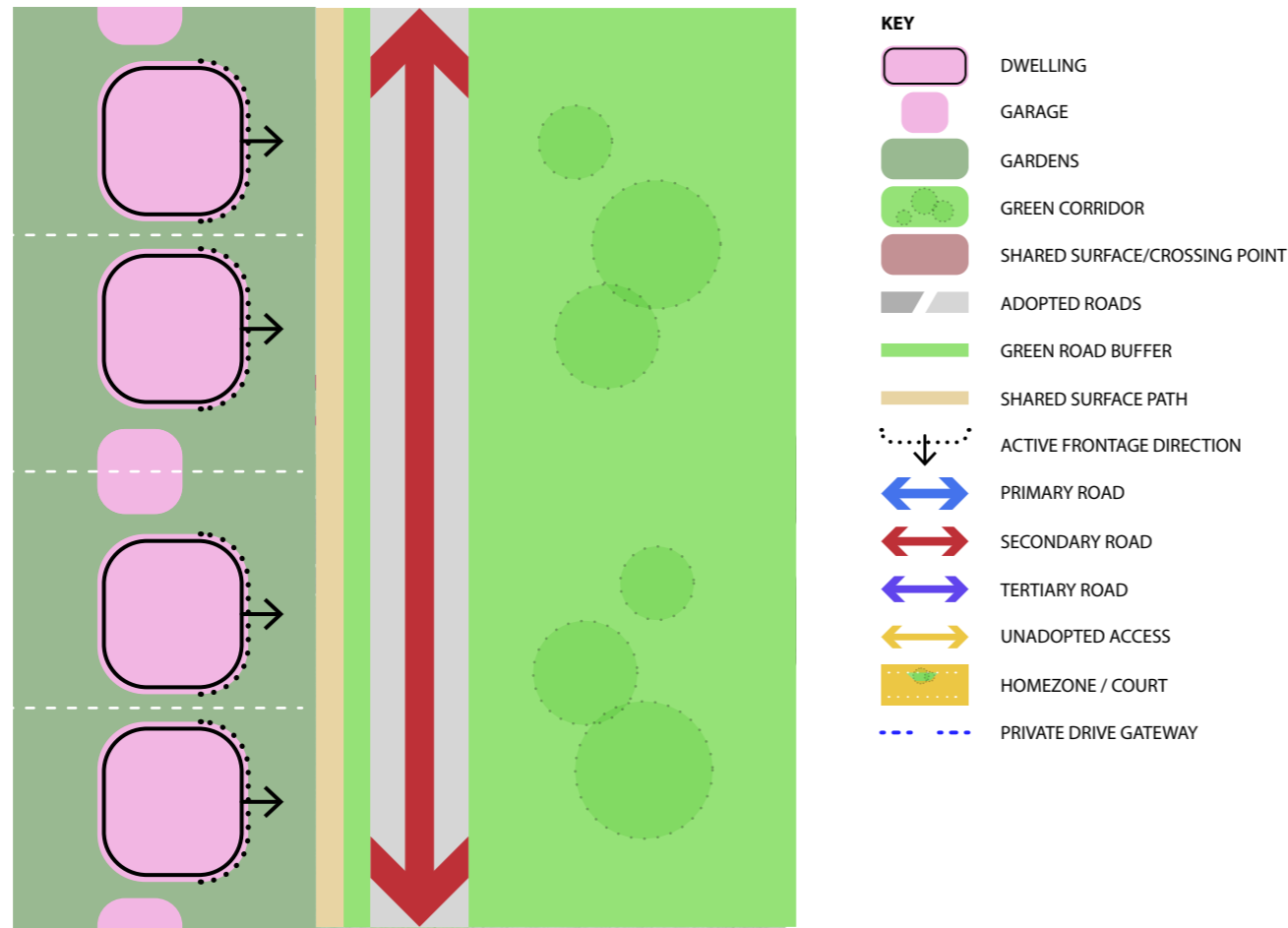
7.0 URBAN STRATEGY STUDIES

7.1.4 Secondary Road Condition 2

Building / Road / Green Edge

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

The Green spaces should always be overlooked by active frontages.



7.0 URBAN STRATEGY STUDIES

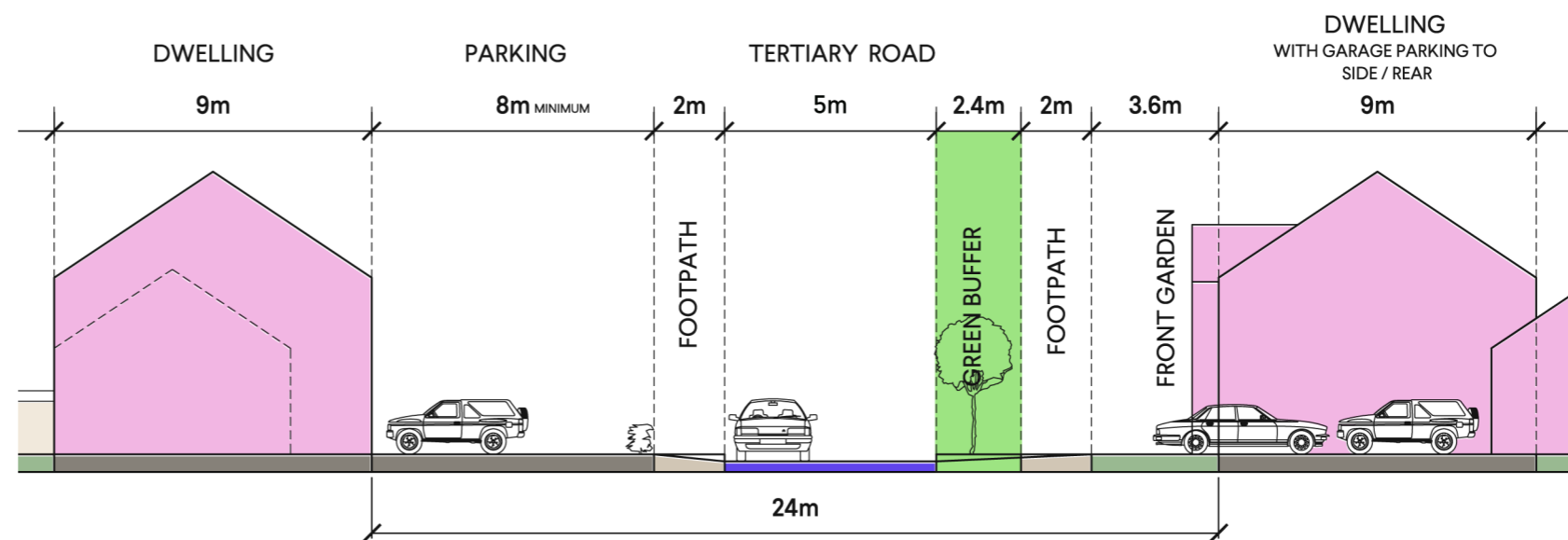
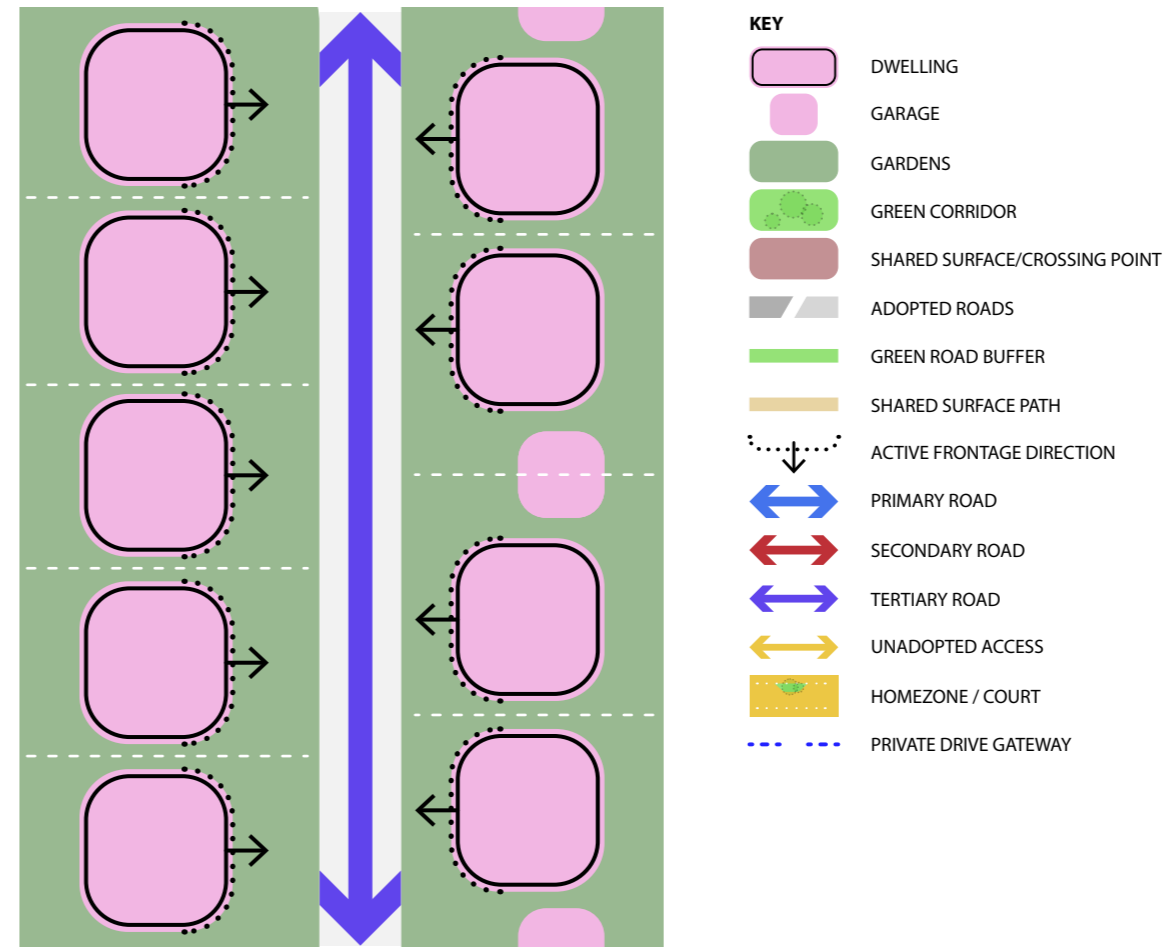
7.1.5 Tertiary Road Condition

Building / Road / Building

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

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

Higher densities of houses are expected along these streets.



7.0 URBAN STRATEGY STUDIES

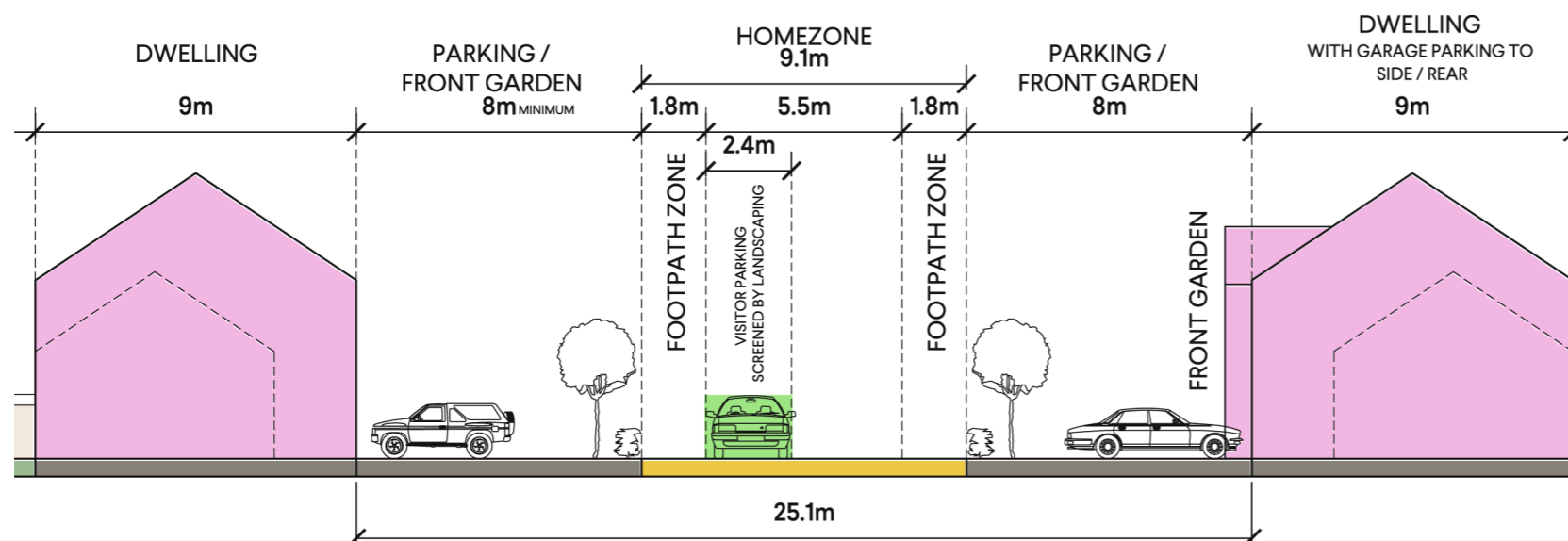
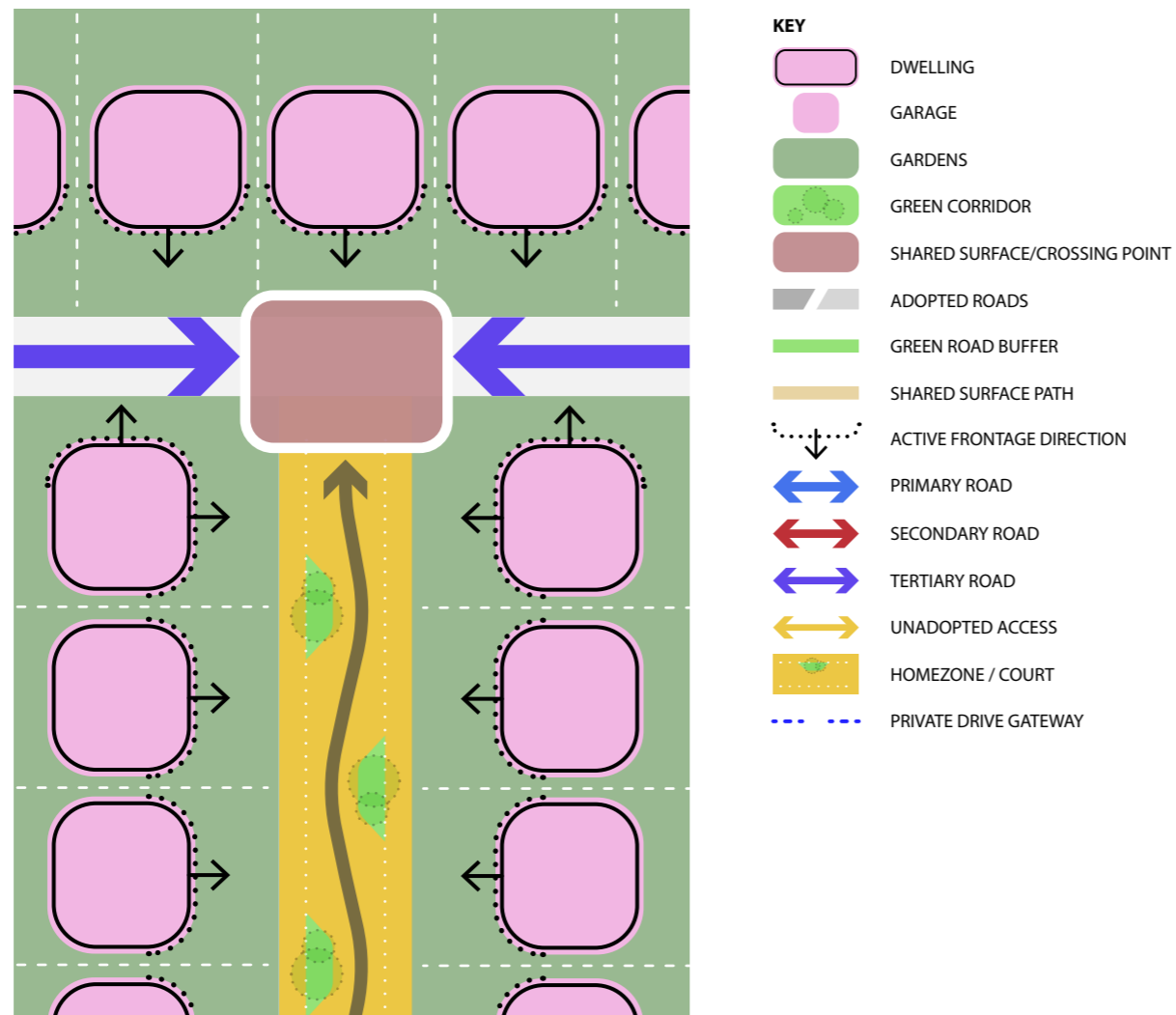
7.1.6 Home Zone Condition

Shared Surface

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

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

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



7.0 URBAN STRATEGY STUDIES

7.2 Edge Conditions

Landscape Corridor and Green Park Edge Principles




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

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

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

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

KEY

-  Building Frontages
Dotted Lines show the Building Frontages Direction. Building Frontages facing towards the external condition of each development area creating active developments.
-  Development Edge - to Green/SuD's Corridor
Development edge borders a Green/SuD's corridor in these locations.
-  Development Edge - Adjacent to Green Space
Development edge borders a Green space to the edge of the development areas in these locations.



7.0 URBAN STRATEGY STUDIES

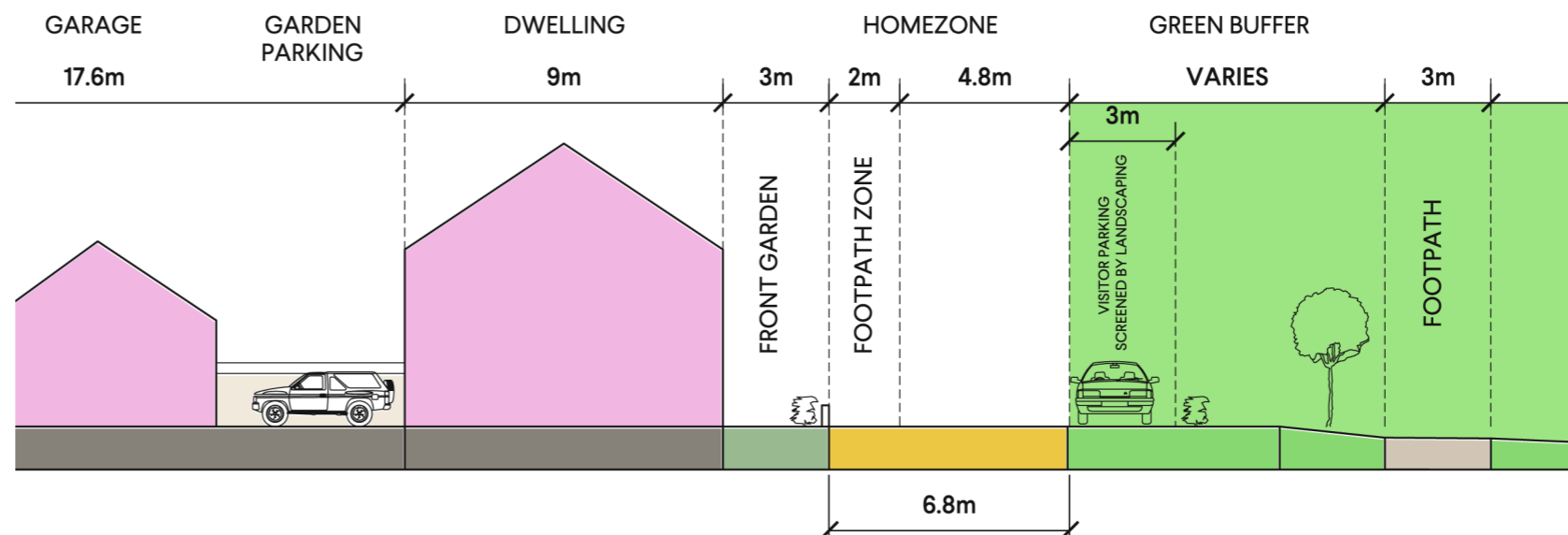
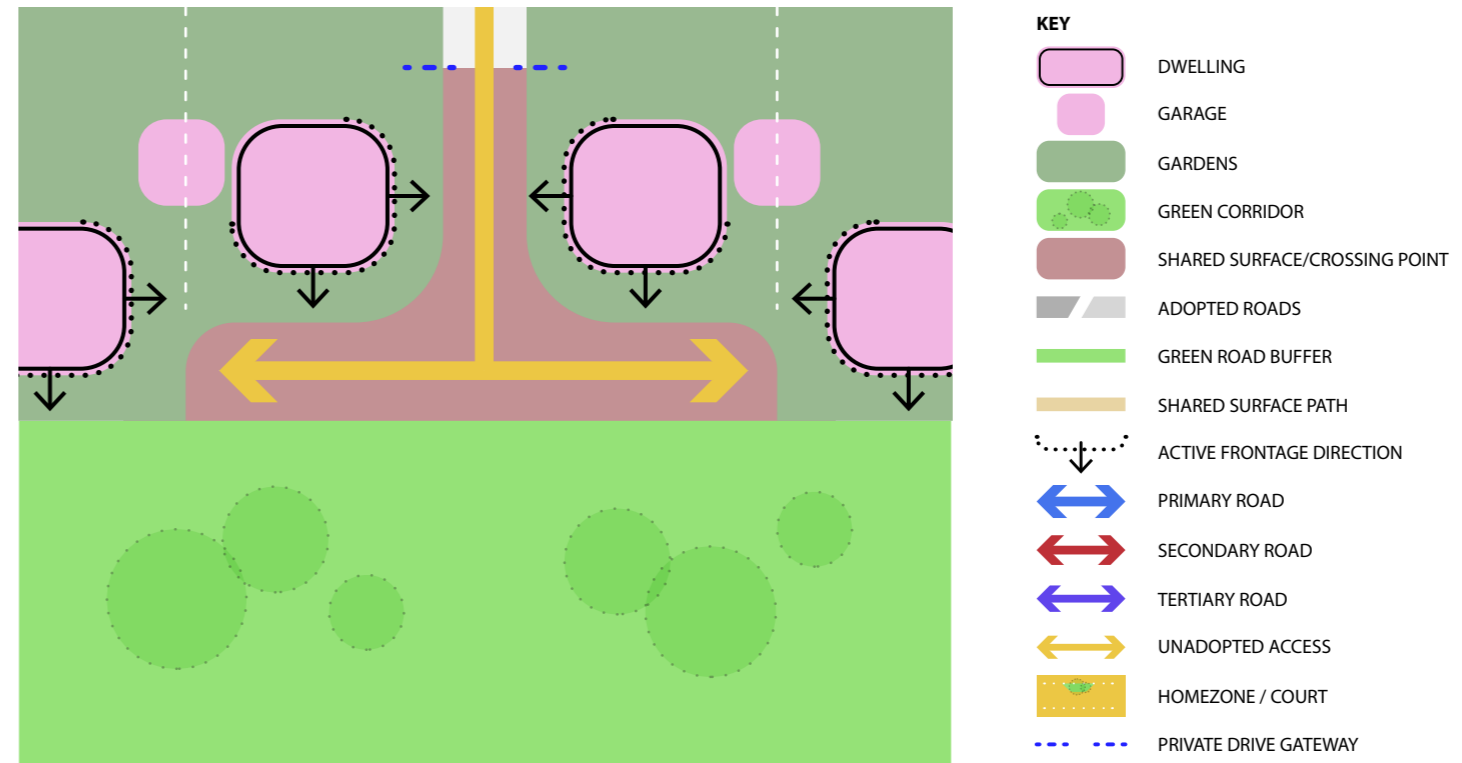
7.2.1 Landscape Edge Condition 1

Private Drive Frontage

Where the development zones front onto Green Open Space, utilising private drives could be an option. Accessed from a secondary or tertiary road, these private zones could give access to no more than five dwellings 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.



7.0 URBAN STRATEGY STUDIES

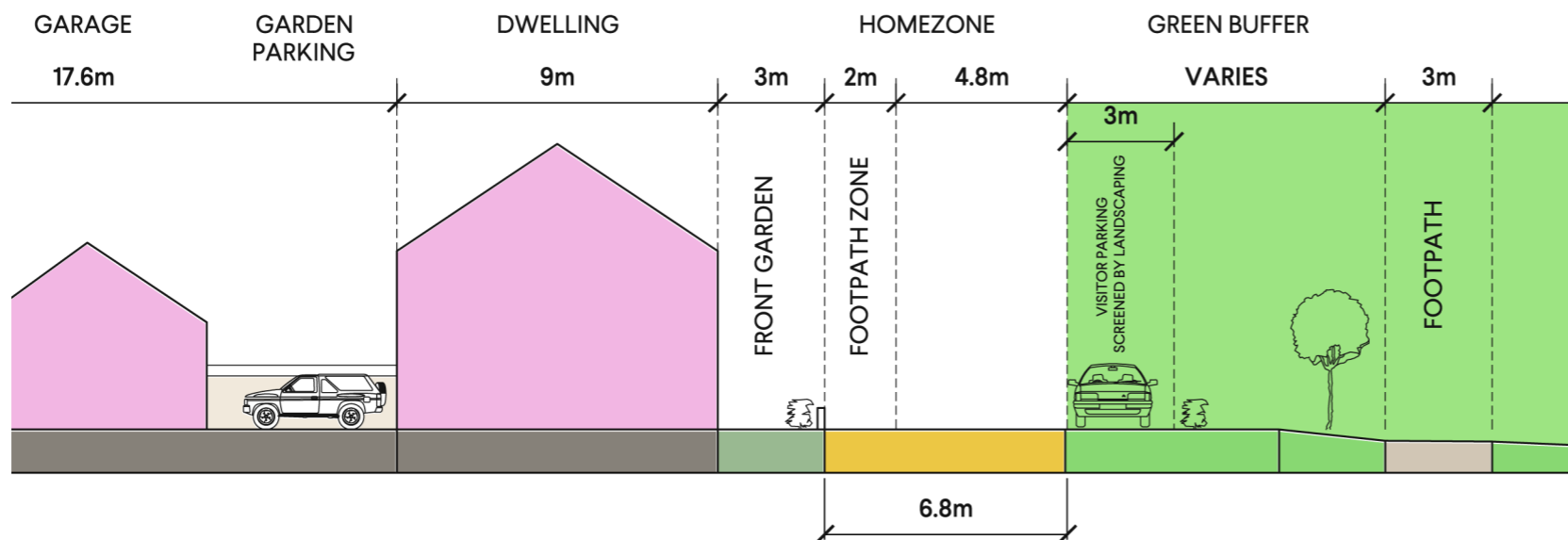
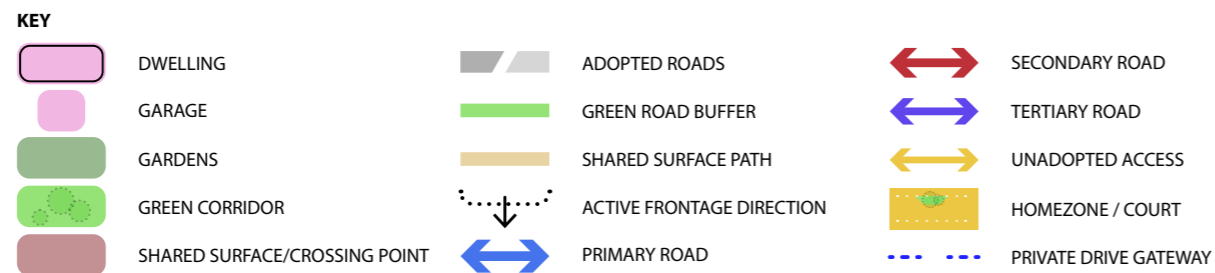
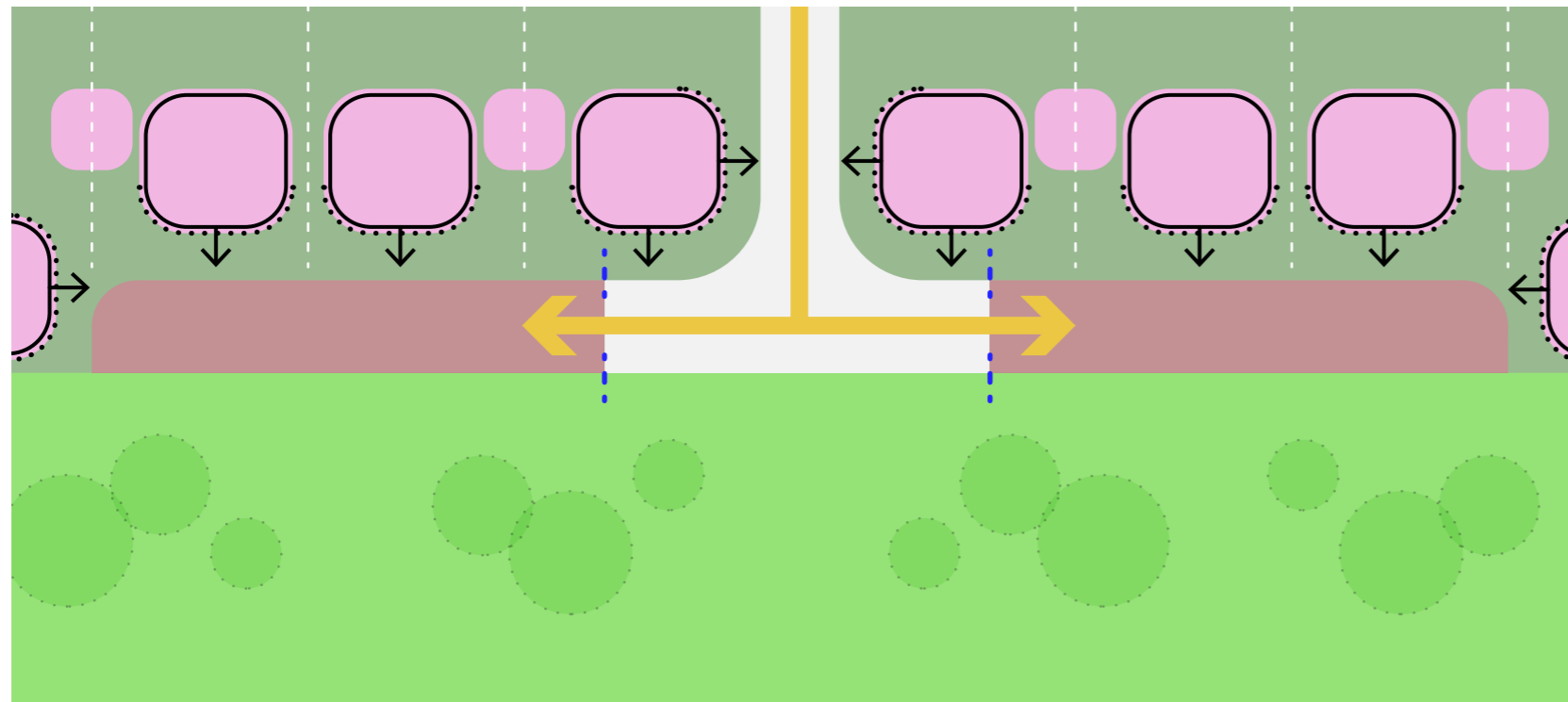
7.2.2 Landscape Edge Condition 2

Turning Head Serving Private Drives

An alternative option is to access a pair of private drives from a secondary road or tertiary road giving access to up to 10 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.



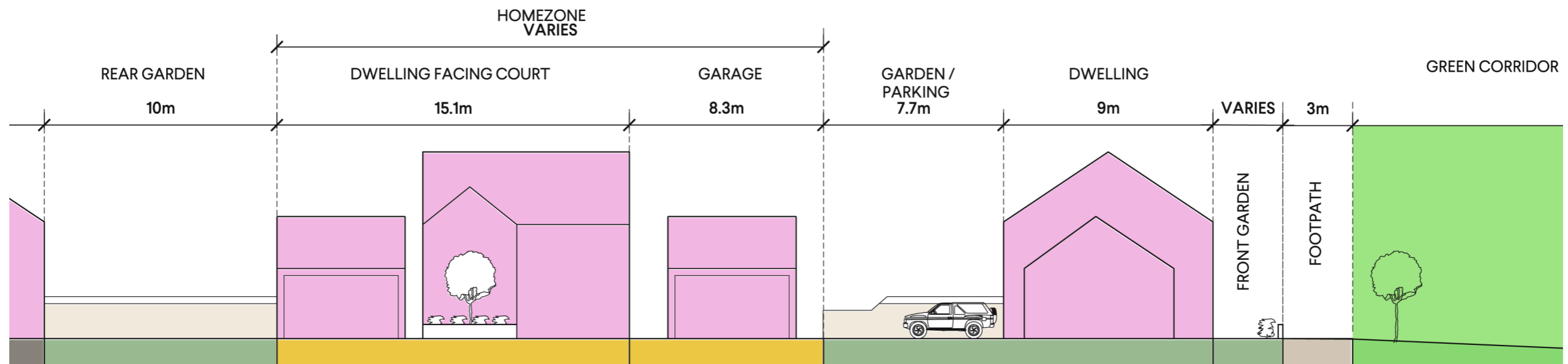
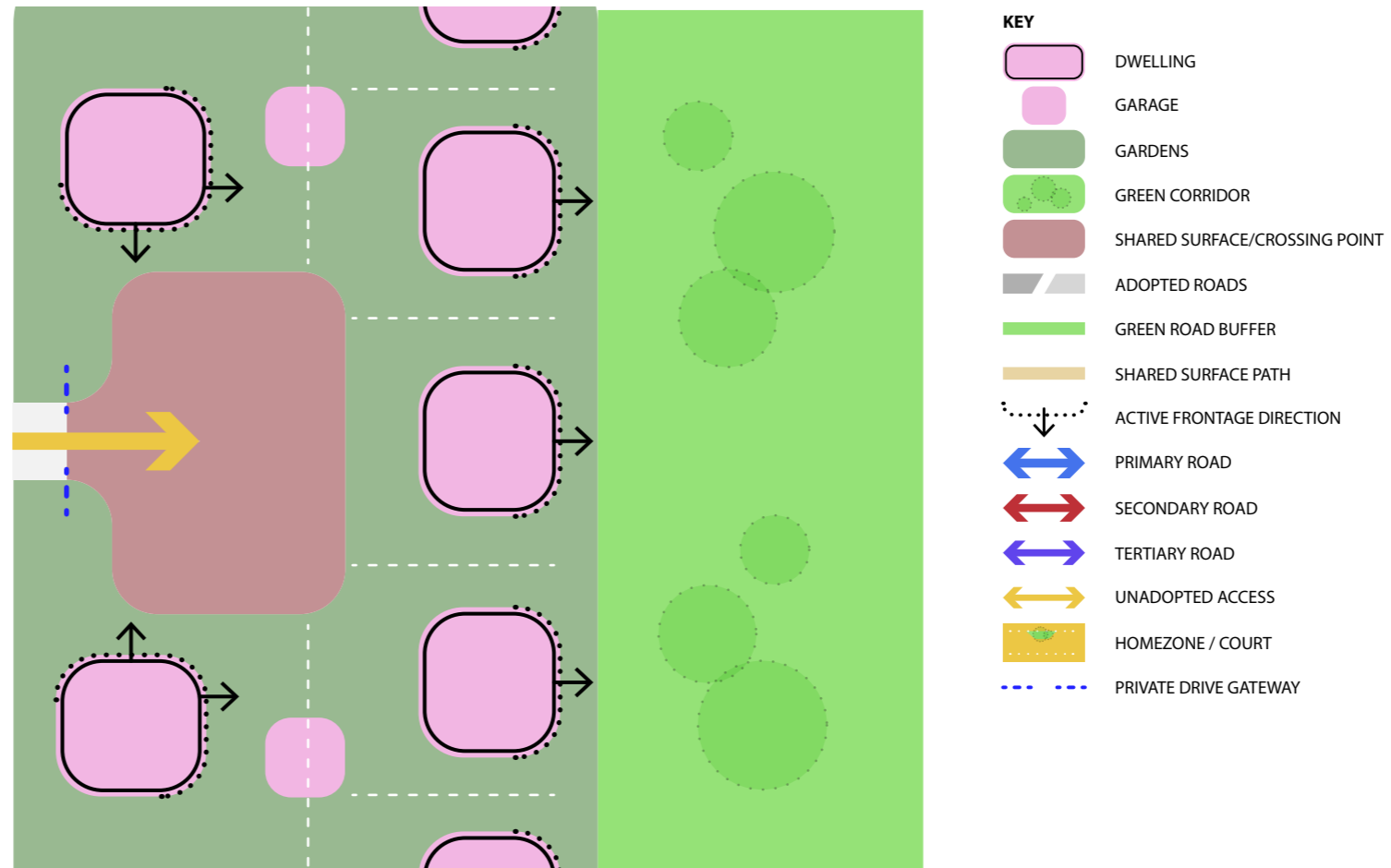
7.0 URBAN STRATEGY STUDIES

7.2.3 Landscape Edge Condition 3

Pedestrian Frontage

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

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



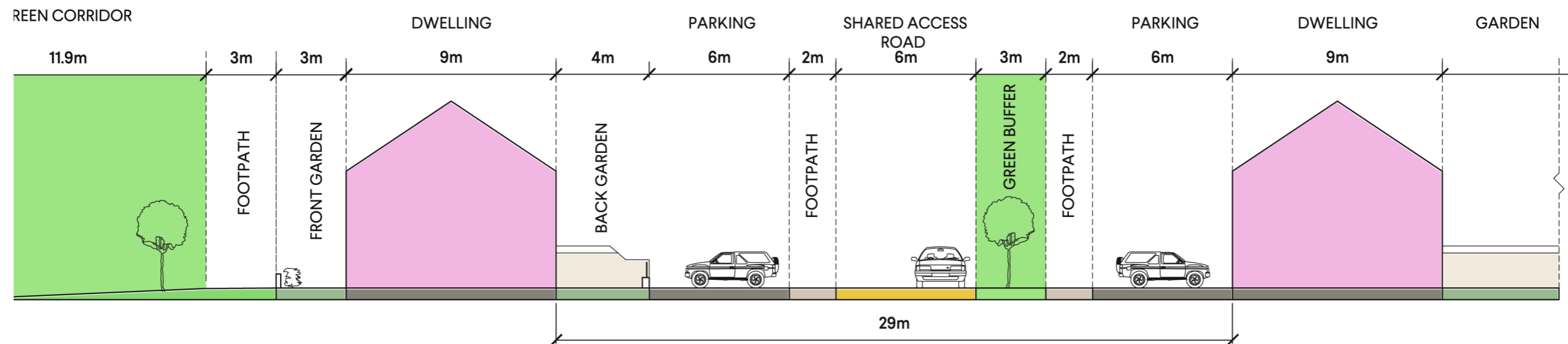
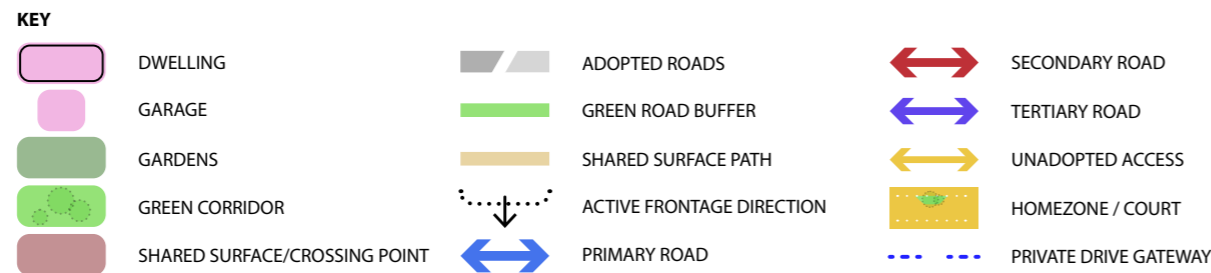
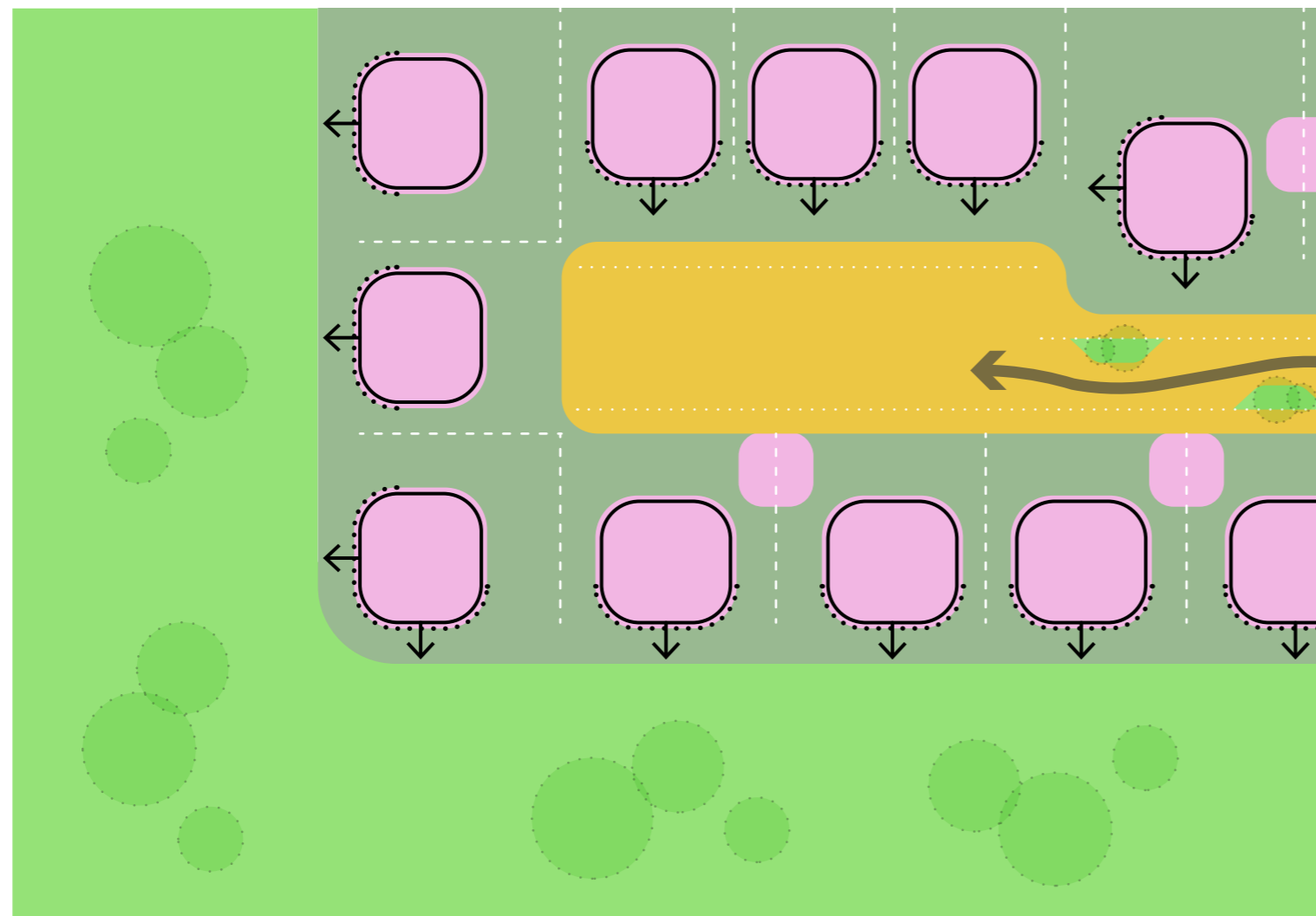
7.0 URBAN STRATEGY STUDIES

7.2.4 Landscape Edge Condition 4

Pedestrian Corner Condition

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

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



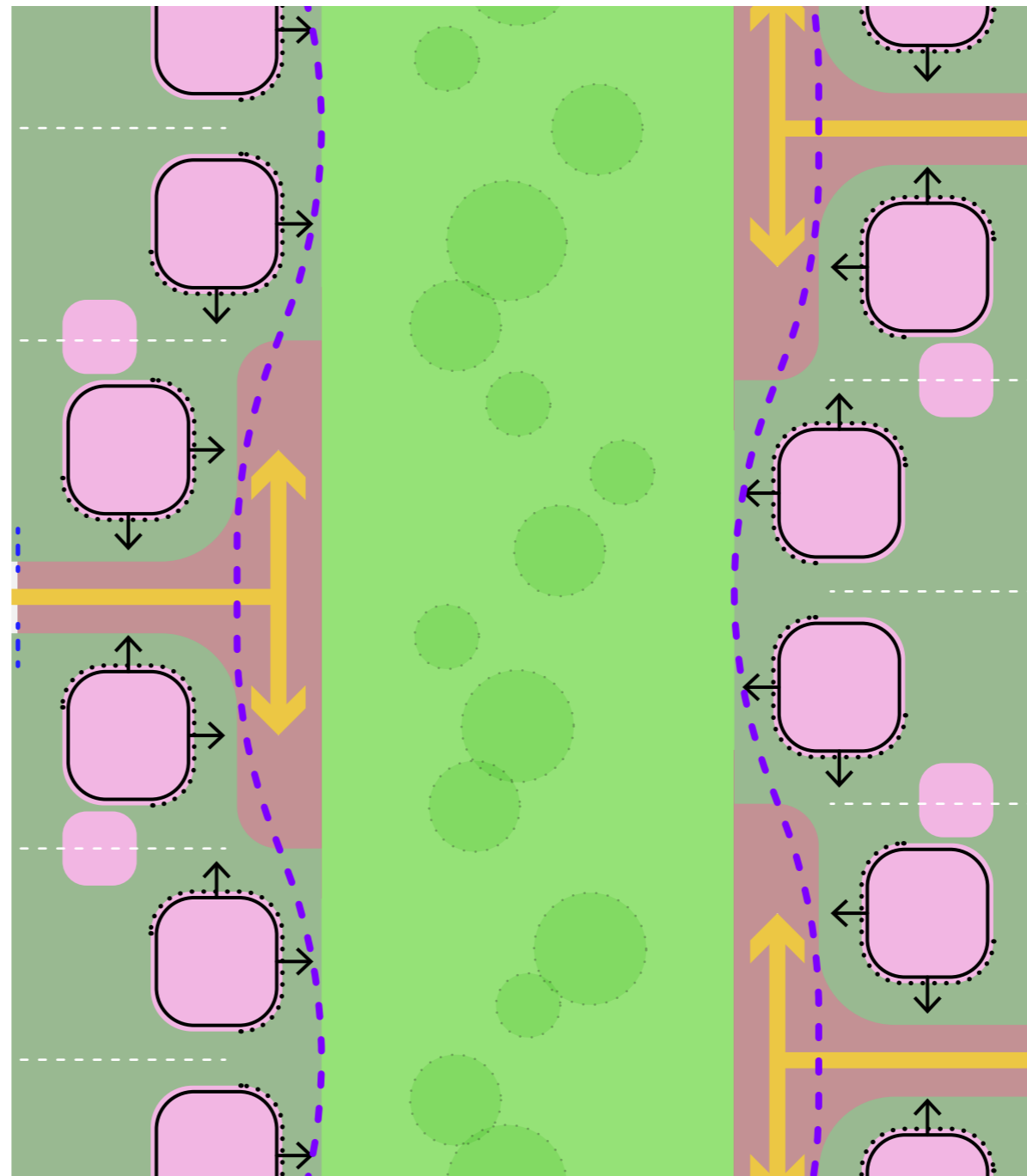
7.0 URBAN STRATEGY STUDIES

7.2.6 Landscape Edge Condition 6

Green Corridor Condition

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

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



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

