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Development
Corporation

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**Middlesbrough Development Corporation
Design Code**



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Introduction

Introduction

The Middlesbrough Development Corporation ('MDC') is a statutory body created to drive forward the regeneration of Middlesbrough. Chaired by the Tees Valley Mayor, the MDC includes representatives from both the public and private sector who will be responsible for overseeing the transformation of Middlesbrough into a 21st century town where people choose to live, work and visit.

The purpose of this Design Code is to support the MDC in exercising its planning functions, particularly in respect of the determination of certain planning applications. It is intended to aid in the delivery of investment and provide greater support for new development in the area by providing guidance and principles that will give developers and investors a clearer understanding of the type and nature of development that will be supported by the MDC through the planning process.

Whilst not a formal planning document, this design code constitutes a material consideration in the decision-making process for planning applications within the MDC area. The Middlesbrough Local Plan will remain as the overarching statutory development for the area. This Design Code should be read in conjunction with the MDC Masterplan, which further supports the transformation of Middlesbrough and seeks to drive the continuing investment in projects, programmes and development activities.

The primary intention of this Design Code is to enhance the quality of place and improve the social, economic and environmental well-being of the MDC area through clear design guidance. It provides a specific steer on the form of development which will be encouraged and supported by the MDC, with an overarching view of delivering healthy, safe, green and distinctive development.

By adopting a collaborative working approach, this Design Code has been prepared in discussion with key stakeholders including Cleveland Police. It has been prepared in accordance with the National Model Design Code, which provides detailed guidance on the production of design codes, guides and policies to promote successful design.

This Design Code has been prepared by Lichfields and Ryder Architecture.

Lichfields is the UK's pre-eminent town planning consultancy and has been at the forefront of planning and development since the company was founded in 1962.

Ryder Architecture was established in Newcastle upon Tyne in 1953, and now has a team of over 300 passionate people in Newcastle, London, Glasgow, Liverpool, Manchester, Hong Kong, Vancouver, and Amsterdam, reinforced by global connectivity through the Ryder Alliance. It delivers pioneering architectural and design services across a diverse portfolio of sectors. Its goal is simple – 'to improve the quality of the world around us and, in doing so, improve people's lives.'

Scope of Code

This Design Code has been prepared in accordance with guidance set out within the National Model Design Code, published in June 2021. The National Model Design Code forms part of the Government's planning practice guidance, setting out design considerations which local planning authorities will be expected to take into account when developing local design codes.

This Design Code provides over-arching principles to guide decisions as to new development in the area. It then provides more locational-specific principles and recommendations for development proposals in specific focus areas with identified shared characteristics and ambition.

The document does not seek to stymie innovation and new-thinking, therefore it is not unnecessarily prescriptive. It serves to provide a roadmap for guiding developers and investors to quick and successful outcomes. A Masterplan has already been prepared for the MDC area centred around a series of focus areas which each have different stakeholders and contributors, different timescales and create different benefits individually and collectively.

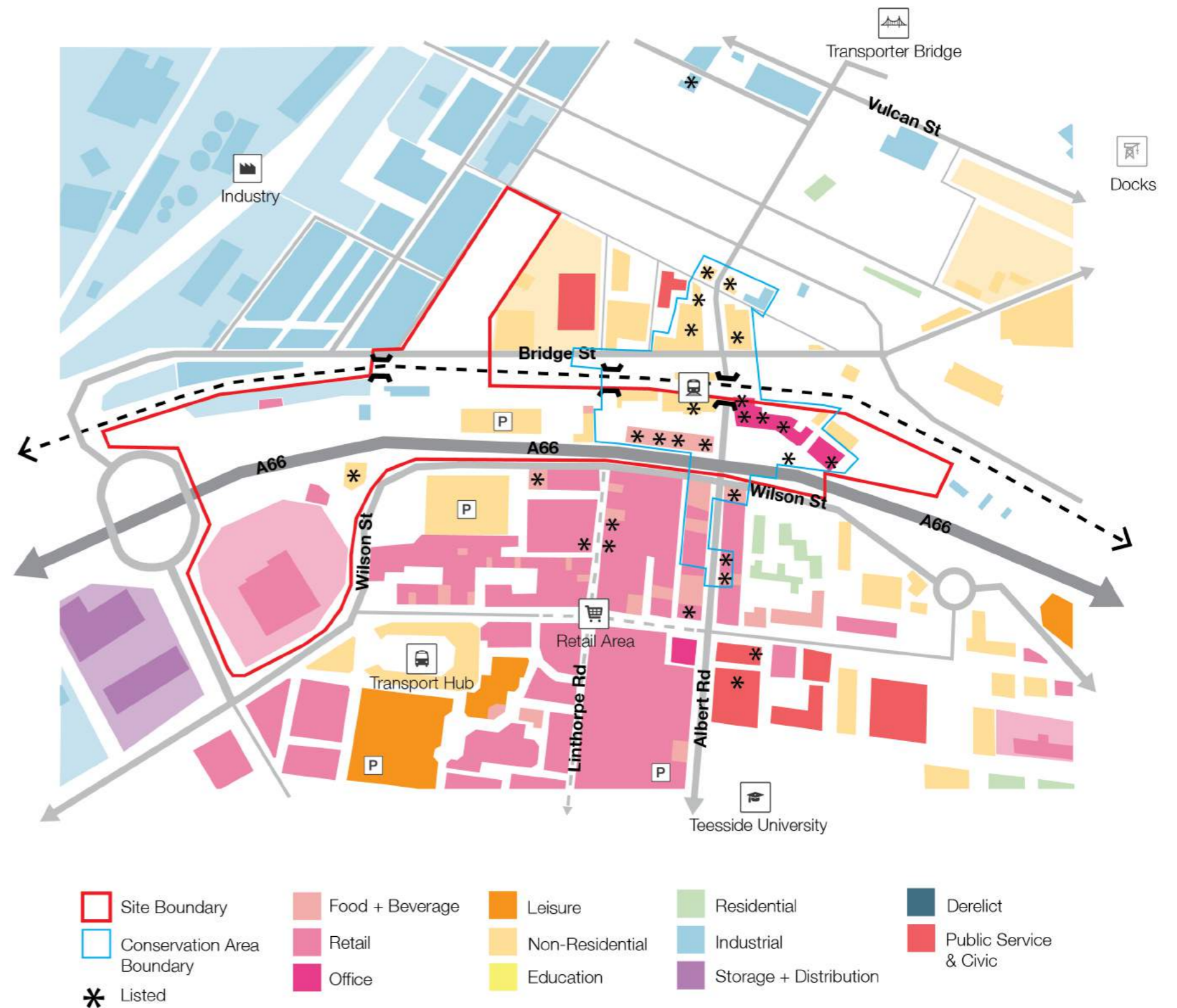
In line with the guidance provided within the National Model Design Code, a character assessment has been conducted for each of the focus areas identified as part of the overall masterplan. The character assessment identifies the geographic context of the site to establish specific area types, with focus on network and movement, boundaries, environmental, and land use.

Design codes have then been developed for each focus area, building on the masterplan vision and individual character assessments. Each of the design codes establishes five principles in line with the National Model Design Code; nature, built form, identity, public space, and use. This is followed by a series of key recommendations, both for and against, for each focus area, with design parameters and a suggested material and identity palette.

Analysis

Character Assessment Station Quarter

Station Quarter is an important gateway site focused along a corridor from Exchange Square, the Station Gateway, Zetland Road and Marsh Road. Through the site runs the A66 which severs the connection between the town centre and dock area despite the road being elevated. This disconnect is reinforced by the railway which runs parallel to the A66. The site includes important thoroughfares which bridge these boundaries, notably via Albert Road which is accessible to vehicular traffic. The site includes the historic quarter which is directly accessed from the railway station, also within the site boundary. The west of the site is more disjointed than the east. Towards the west are industrial units, car parks and a large retail unit with surface parking. Overall, the area has a good opportunity to be re-purposed and increase footfall and safety to create a better link between Middlehaven and the rest of the town.



Network

The Station Quarter area is well served by the existing national rail link to the north, connecting to Middlesbrough station which provides regular connections to the north east and wider United Kingdom. Middlesbrough Bus Station also sits adjacent to the site boundary, establishing the Station Quarter as a key transport node for the town centre. The A66 forms the southern border of the site; whilst providing good vehicular transport links, it does discourage pedestrian access through the site north to Middlehaven and south to the town centre. The primary route through the site is via Zetland Road, Station Street, and Marsh Road. Pedestrian access is provided along most of these roads which are dual lane single carriageways.

Boundaries

The site is bound to the north by both Bridge Street West, which marks the beginning of the wider Middlehaven site, and the national rail network line. To the east, the site terminates at the historic Exchange Square, which in turn wraps beneath the A66 motorway to the southern edge of the site. The site is bounded on the west by the Hartington Interchange roundabout, which provides vehicular access to the A66 itself.

Environmental

Biodiversity and general greening is limited across the site due its typology as a key urban transport node and build up of existing development. There is limited structured planting to Exchange Square, with an informal tree line directly to the north and south of the existing Zetland Multi Storey Car Park. There is a more significant cluster of tree planting along a sloped grassed embankment to the west of the site, south of Marsh Road, which provides a visual and acoustic buffer to the A66.

Land use

The site is anchored by the train station at its core, with a number of commercial and leisure use buildings adjacent such as bars. A number of buildings of historic interest along Exchange Square predominantly serve as office space, whilst the square itself provides communal open space. There are additional clusters of high quality historic buildings along Zetland Road, some vacant. The west of the site is dominated by the Zetland Multi Storey Car Park, light industrial and storage units, and surface car parking. The Auxiliary, an artist led studio, exhibition, and workshop space established in 2018, sits between the station and the pedestrian route leading to the Northern School of Art building.



Character Assessment Gresham

Gresham is located near the town centre, south west of the town. Gresham was a predominantly residential area, comprising of two storey terraced homes which were of low quality and falling into disrepair. Consequently, the majority of the terraces on the site have been demolished and much of the site is now vacant for development however, a large new residential development is currently being constructed across the western half of the site. To the east and north of the site is Linthorpe Road and Borough road respectively. These roads are established high streets which can serve the area of Gresham and provide direct access to different areas of the town centre.



Network

Gresham is primarily served by vehicular access via Hartington Road, linking the site to the A66, and Linthorpe Road, connecting to the town centre, Teesside University campus and south Middlesbrough. It sits within a once busy street network of originally terraced residential roads. There are a number of bus routes along Linthorpe Road and Union Street providing access to public transport links to the wider town.

Boundaries

The Gresham site is bounded to the north via Union Street and Borough Road, on a key intersection with Linthorpe Road to the east which provides further access to the Teesside University campus. Garnet Street and Princes Road to the south mark the beginning of a dense cluster of terraced residential buildings, the type of which Gresham previously incorporated. To the west of the site is Waverley Street.

Environmental

The site is very limited in its current provision of greenery or areas rich in biodiversity. The remaining plots, demarcating the demolished residential units, have mostly been left as vacant with informal, low quality grass land.

Land use

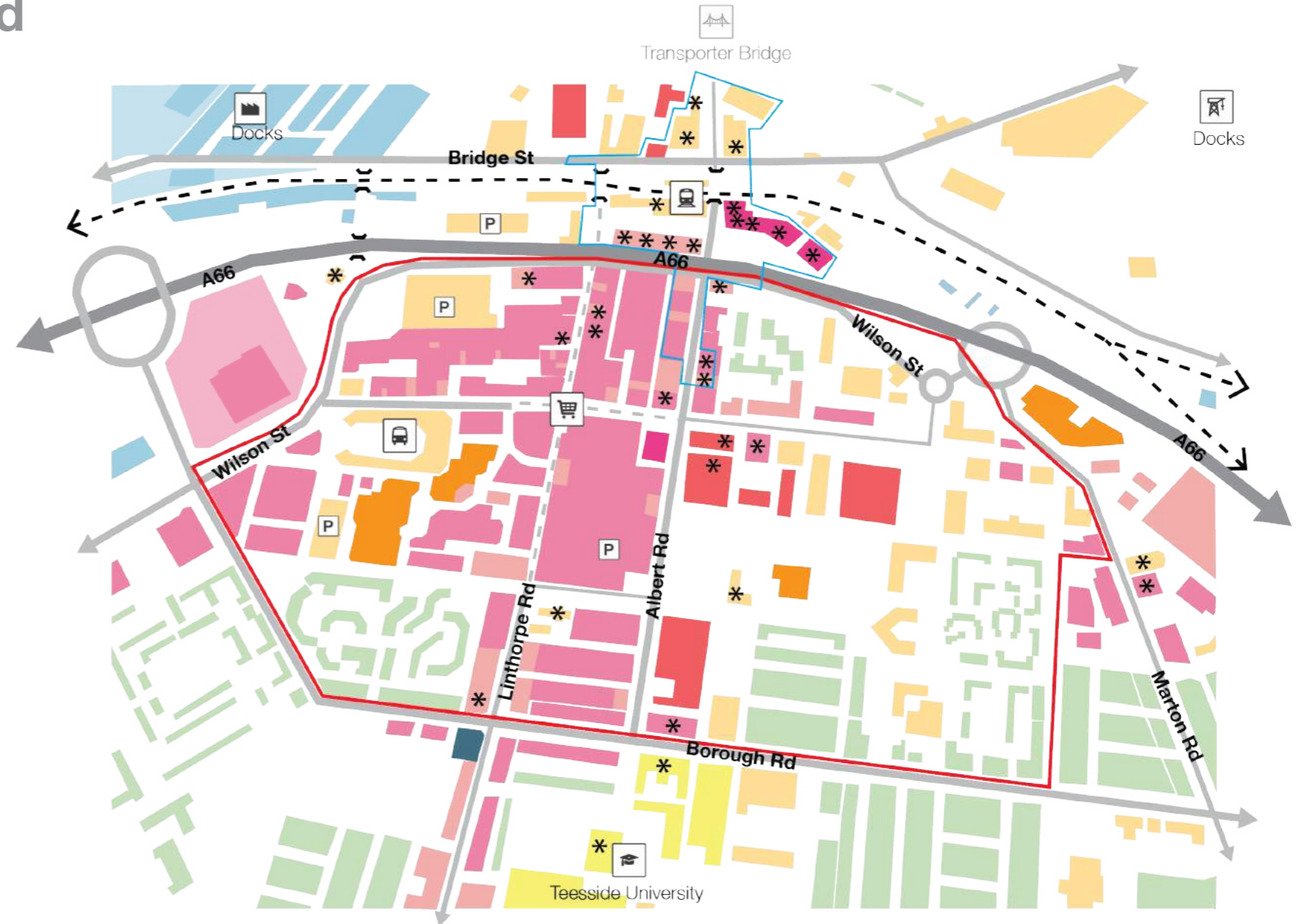
The current site is mostly vacant, with the exception of the residential Union Village development to the west of Gresham, and the Parkville Care Centre which sits in the centre of the site. The prevailing surrounding land use is residential, supplemented by commercial and leisure uses along Linthorpe Road. The now vacant Crown, a locally listed building, sits on the corner of Linthorpe Road and Borough Road, was once a cinema and pub, and provides commercial development opportunities.



Character Assessment

A Town Centre Neighbourhood

The Town Centre Neighbourhood is defined by the A66 to the north and Borough Road to the south. Albert Road passes through the centre of the site, travelling north-south and providing a direct connection through to Middlehaven and the Transporter Bridge. The town centre is predominately retail, with dedicated pedestrianised streets for the retail core, and supplementary commercial and leisure uses. The site is well connected regionally through the railway station located to the north. There is also a transport hub for buses towards the west of the site, acting as a significant access point for visitors to the town. Additionally, there are large multi-storey car parks for visitors with vehicles. Throughout the site, there are a number of large multi unit shopping centres which form significant blocks in the town.



Network

The Town Centre Neighbourhood forms the nucleus of the current heart of Middlesbrough. It is served by the majority of Middlesbrough's primary road networks, including the A66 to the north, Albert Road and Linthorpe Road through its centre, and Borough Road and Newport Road as key east to west links. It is located on the periphery of the Station Quarter, benefiting from the same great transport links. There are two primary pedestrian only zones along Linthorpe Road and Newport Road, forming the centre of retail activity in the town.



Boundaries

The site is bounded by the Station Quarter and A66 to the north, extending to Marton Road to the east which connects the town centre to the eastern suburbs of Middlesbrough and the James Cook University Hospital campus. The sites southern boundary sits along Borough Road and the Teesside University campus, forming a key threshold for students and local residents. Finally, the Town Centre Neighbourhood is bounded on the west by Gresham and Hartington Road, leading back towards the Station Quarter.



Environmental

As a primary urban centre, there are limited but deliberate pockets of green space. The most prominent of these is Centre Square, providing well landscaped green space to the east with tree planting and a small lake to the east. The site is then limited to isolated areas of street greening, such as that along the pedestrianised portions of Newport Road and Linthorpe Road.



Land use

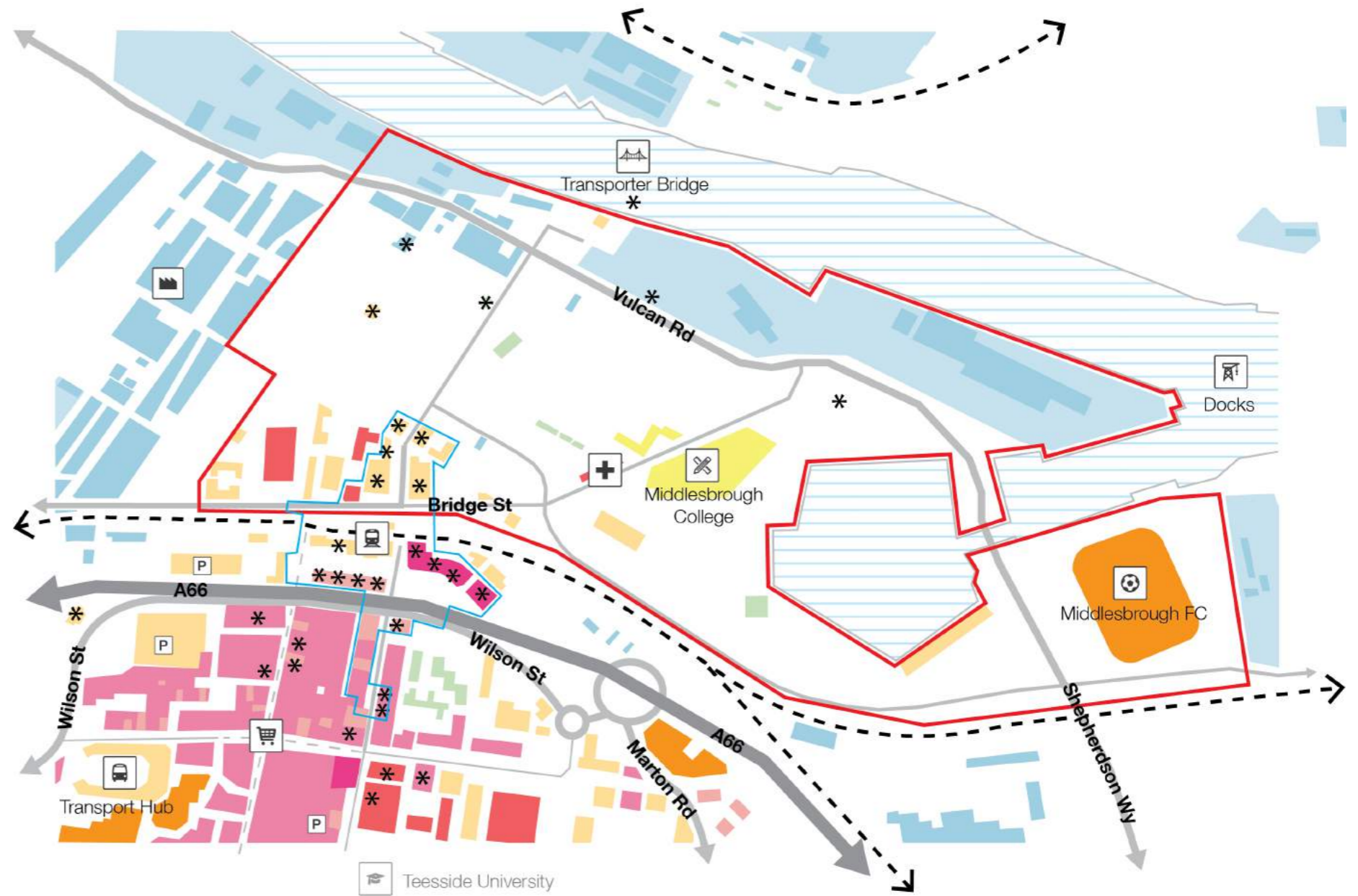
The Town Centre Neighbourhood represents a diverse mixed use collection of land uses. The historic and current primary function of the site is retail, although there are pockets of commercial office, civic uses and cultural venues complemented by general leisure uses such as bars and restaurants anchored by revitalised, lively areas such as Baker and Bedford Street and the primary shopping centres; the Cleveland Centre, the Hill Street Centre and Captain Cook Square.



Character Assessment Middlehaven

Middlehaven is situated north of Middlesbrough town centre. The area is defined by the railway line to the south and the River Tees to the north. Currently, the majority of the site is vacant. There is a cluster of offices situated at the south of the site nearby the station. In the centre of the site is Middlesbrough College, whilst further to the east is the Riverside Stadium, an important local landmark and home of Middlesbrough Football Club. The north of the site along the riverbank is dedicated to a mixture of industrial uses. The site has limited access to the rest of the town due to the boundary formed by the railway and A66. The most notable connection to the town centre is via Albert Road which connects to Bridge Street.

The Middlehaven area is also subject to the Middlehaven Development Framework ('MDF'), which provides platform for development to come forward within the area, ranging from larger inward investment schemes, down to small and incremental development driven by local people and businesses. This Design Code should be read in conjunction with the MDF.



- | | | | | |
|----------------------------|-----------------|-----------------|------------------------|------------------------|
| Site Boundary | Food + Beverage | Leisure | Residential | Derelict |
| Conservation Area Boundary | Retail | Non-Residential | Industrial | Public Service & Civic |
| Listed | Office | Education | Storage + Distribution | |

Network

Middlehaven is primarily served by both the central rail station and A66 to the south of the site. The Transporter Bridge, a prominent national icon, has been closed since 2019, but previously provided access to the north bank of the River Tees. The primary vehicular entry points to Middlehaven are via the new Middlesbrough Dock Bridge, adjacent to the Riverside Stadium, via the A66 to the east, North Road to the west and Albert Road to the south. Pedestrians can access the site via underpasses from the south of the rail line.

Boundaries

The site is bounded to the north exclusively by the River Tees, forming the natural boundary to the town of Middlesbrough. To the east is the Riverside Stadium, home of Middlesbrough Football Club, which is bordered by light industry and storage and distribution units. The south border of the site is formed by the rail line, skirted by Bridge Street West and Windward Way. The western edge of the site is marked by a series of light industrial units bordered by Stockton Street.

Environmental

There are large tracts of green space within the heart of Middlehaven, although some of these sites are currently under development. There is an established cluster of tree planting to the centre of the site adjacent to Durham Street, which also borders a new soft landscaped park leading to the Transporter Bridge. The River Tees is a significant environmental asset, which in turn leads to the Middlehaven Docks at the centre of the site. The River Tees is part of the Teesmouth and Cleveland Coast Site of Special Scientific Interest, an internationally important nature conservation designation.

Land use

There are isolated pockets of development across the site which is symptomatic of many years of master planning, including the Riverside Stadium, Middlesbrough College and the Boho cluster of offices and civic buildings. Pockets of residential development are also established on site, including the Community in a Cube (CIAC) building and new homes along Pioneering Way. The remainder of the site is dominated by vacant development plots and industrial units to the riverbank and western site boundary. A number of prominent historic and contemporary structures reside within the Middlehaven area, including the Transporter Bridge, Temenos, Middlesbrough Hydraulic Clock Tower and the Old Town Hall.



Vision

Vision

Developed in collaboration with key stakeholders and partners, the masterplan for Middlesbrough is underpinned by four core objectives to drive the MDC's role in the transformation of the town:

- Build 1,500 new homes – Deliver new town centre neighbourhoods, providing people with a greater choice and quality of housing.
- Attract up to 4,000 new jobs – Attract more diverse and higher value jobs to build a thriving regional hub.
- Create a Middlesbrough to be proud of – Attracting people to our town through the creation of better streets, spaces, and places where people want to spend time.
- Put skills and learning at the heart of the town – As a modern university town, Middlesbrough will be a centre of skills and education that provides generations with the opportunity to gain the skills they need to get the job they want.

The MDC Design Code has been prepared in response to this general vision. Its role is to ensure that all development within the MDC area is designed in such a way as to capture the specific requirements of the place and thus deliver high quality outcomes in a coherent manner. It will do this by providing clear design instruction and guidance which can be used as a basis for both drawing up and assessing development proposals.

By having regard to the principles set out in this Design Code, it is expected that proposals for development will be efficiently managed through the planning determination process, accelerating the development and regeneration of Middlesbrough.



Coding Plan

The coding plan shows the area types and development sites for the design code study area.

1. Gresham

A new mixed-use development for the town, supporting the growth of the university and creating local facilities for the existing community.

2. A Town Centre Neighbourhood

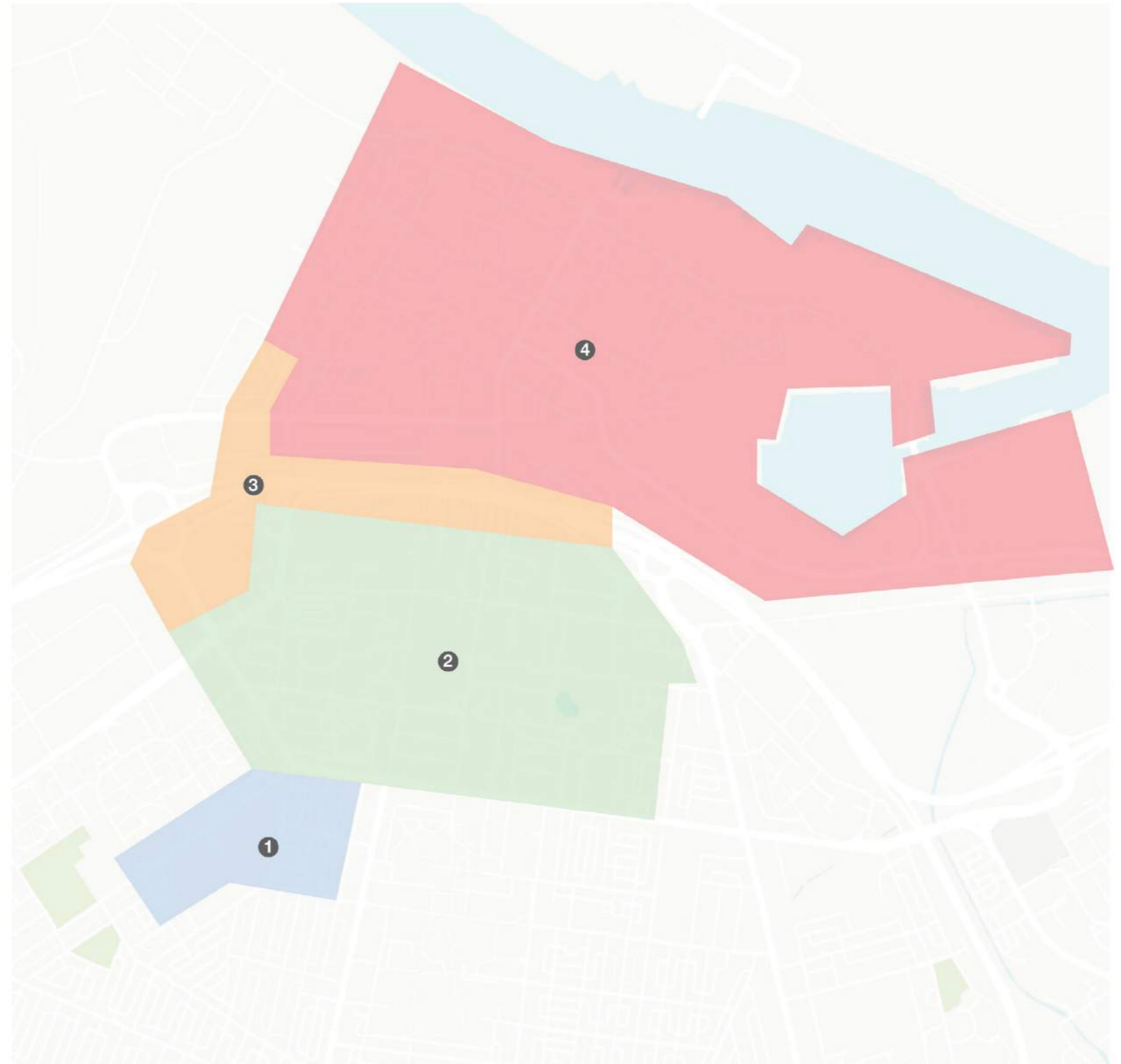
A commercial heart for the town with a regenerated urban park, new multi- generational living, business space and services. Incorporating a new western gateway connecting the town centre, anchored by the Northern School of Art.

3. Station Quarter

A new mixed-use creative and cultural quarter for the town in an urban park setting – using improved public realm to better connect the town centre, station and Middlehaven. A new gateway linking the station to Exchange Square, Marsh Road and Wilson Street.

4. Middlehaven

New town centre living in a first rate sustainable community, as well as a mixed use internationally recognised cultural and entertainment destination anchored around the waterfront.



Design Code

General Principles

Development Principle MDC1: General Strategies

The MDC will seek to achieve the redevelopment of the Middlesbrough Masterplan area in order to support business, deliver connected green spaces and promote a digitally connected town in accordance with the following Cross Cutting Strategies as set out in the Masterplan:

1. People & Skills: ensuring every business has access to the skills they need, including workforce development and skills support and that every resident can access a good and progressive job and are aware of careers opportunities and the route to achieve them.
2. Grey to Green: supporting the town's move to net zero and improving the overall look and feel of the Masterplan area by unlocking the delivery of up to 2.5 hectares of open space in the town and improving green links between key open spaces;
3. Digital: aspiring to become the UK's first truly Smart region by 2032, underpinned by world-leading digital infrastructure and innovative technologies by working with partners and key stakeholders to meet the needs of businesses and communities.

The above strategies are defined in the Masterplan to inform the development of the identified Focus Areas. The MDC will encourage and support development which can demonstrate a contribution to the delivery of the above strategies where possible or appropriate.



Development Principle MDC2: Land Assembly and Delivery

The MDC will proactively work with applicants, landowners and key stakeholders within the Middlesbrough Masterplan area to promote and achieve the comprehensive development of land in appropriate locations.

A comprehensive approach to development will be adopted by the MDC, who will negotiate with landowners accordingly in order to assemble land in areas of interest. Where necessary, the MDC will seek to use powers to compulsorily acquire land in key areas in order to deliver comprehensive development and achieve the overall vision of the Masterplan.

Applicants and potential investors are encouraged to engage in early pre-application discussions with the MDC prior to the submission of a planning application to identify the locations and instances where a comprehensive approach to redevelopment will be sought. Early discussions between applicants and the MDC will help align aspirations and improve the effectiveness of the planning process, with the view of delivering appropriate development in an efficient manner.



Development Principle MDC3: Movement and Connectivity

The MDC will support development which helps promote, enhance or reinforce pedestrian movement and connectivity throughout the Masterplan area. Active travel routes will be promoted through a strategic network of movement, with a view of reducing vehicular traffic in core areas to improve ease of movement.

In particular, in accordance with the Masterplan, the MDC will encourage proposals which look to develop opportunities that:

1. Deliver safer and attractive crossings including movement under the A66, between Boho, St Hilda's and Middlehaven to the retail centre;
2. Improve the quality of public realm and linkages between the educational institutions throughout the town;
3. Improve connectivity between the Riverside Stadium, Middlehaven and the town centre;
4. Improve the visitor gateways of Wilson Street, Albert Road, Newport Road and Borough Road, by better facilitating movement.

Development which can demonstrate a contribution to any of the key areas of improvement set out above will be supported by the MDC.

The MDC encourages developers to adhere to the hierarchy of highway users as set out in the Middlesbrough Integrated Transport Strategy (2018 - 2029) when preparing development proposals, with a view to promote sustainable travel and to reduce dependency on the private car.



Development Principle MDC4: Secured by Design

In accordance with the requirements of Secured by Design, the MDC will encourage applicants to incorporate effective crime prevention measures into their development proposal where appropriate. Development which embraces the core principles of Secured by Design and strives to improve the security of buildings and their immediate surroundings will be supported by the MDC.

Context

The Department for Levelling Up, Housing and Communities has acknowledged the importance of the police advice delivered over the past 30 years; specifically in the form of the Secured by Design (SBD) initiative. References within the National Planning Policy Framework (NPPF) and the accompanying National Planning Practice Guidance (NPPG) have sought to reinforce the need for and importance of a safe and secure external environment and to this end there are specific references to police service advice and the Police.uk website (<https://www.police.uk/>) in particular.

SBD has produced a series of authoritative Design Guides <https://www.securedbydesign.com/guidance/design-guides> to assist the building, design and construction industry to incorporate security into developments to comply with the Building Regulations and meet the requirements of SBD. These guides cover a range of building sectors, including residential, education, health, transport and commercial. They are periodically updated to keep pace with changing patterns of criminal behaviour and advances in building design and new technology. For that reason, rather than including specific design recommendations within this document, the MDC will require applicants to provide evidence that the requirements of the latest SBD guidance have been fully considered and implemented as part of any development proposal in order to help deliver safe places to live, work, shop and visit in Middlesbrough.



Constructing well designed places, buildings and communities that promote both sustainable communities and health and wellbeing is an objective that Secured by Design widely supports; however, it is imperative that they must also be safe, secure, and accessible. Mitigating the opportunities for crime is not only about reducing and preventing injury and crime, but it is also about building strong, cohesive, vibrant and participatory communities.

Implementation

The MDC will expect developers to liaise with Cleveland Police Designing Out Crime Officers (DOCOC@cleveland.police.uk) at an early stage in the development of any design proposals to ensure that SBD guidance is incorporated from the outset and integrated into the design of the building. This will help shape better designed and more secure buildings.

The need to be mindful of security should extend beyond the planning process and be a key consideration in the sourcing and specification of construction materials and security products. The MDC encourages the use of security products which have been accredited by Secured by Design. This includes over 7000 individual attack resistant crime prevention products including doors, windows, external storage, bicycle and motorcycle security, locks and hardware, alarms, CCTV, perimeter security products and many others.

Secured by Design CRIME PREVENTION GUIDES

Secured by Design is the national police crime prevention initiative



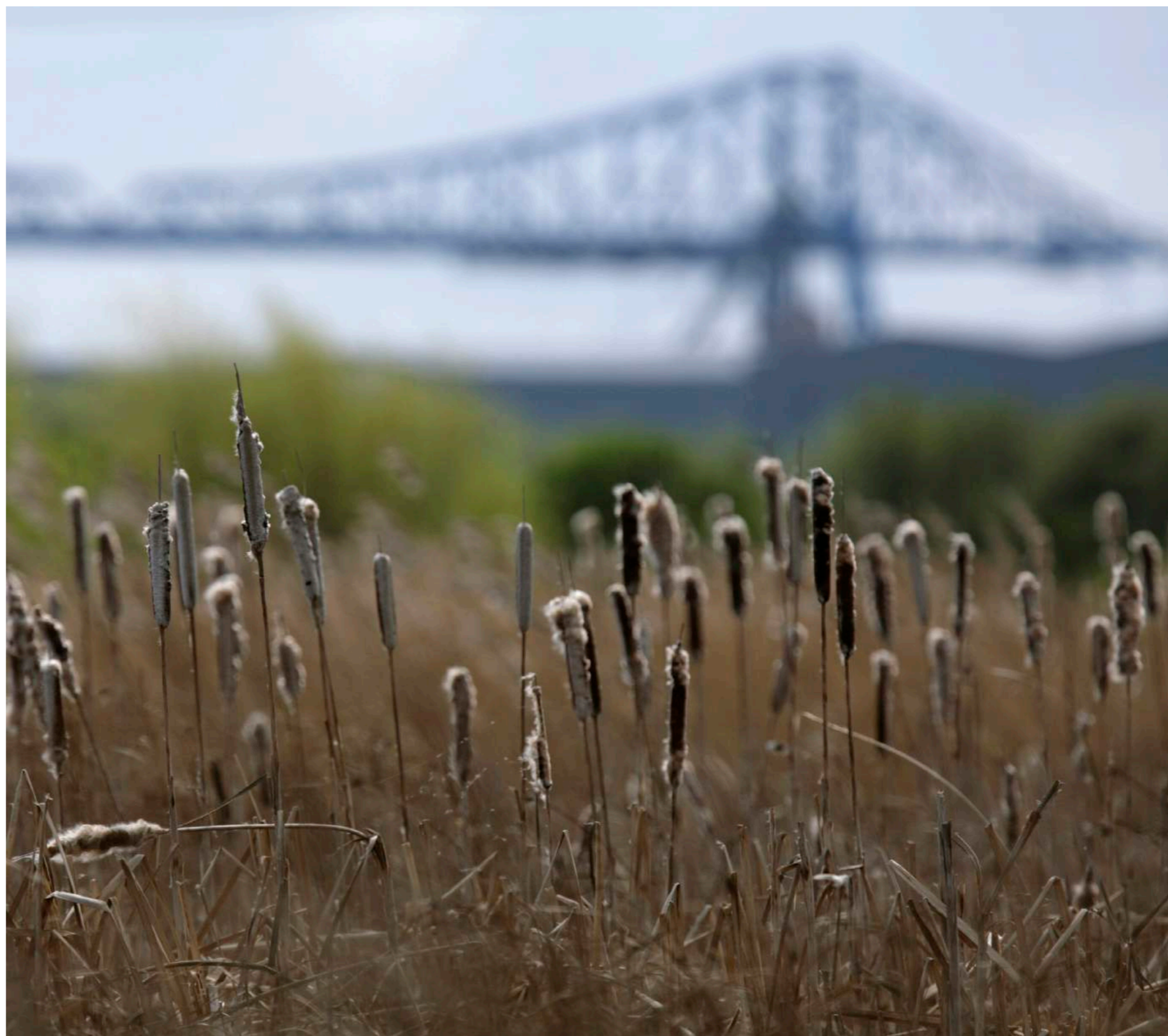
Secured by Design



Official Police Security Initiative

Development Principle MDC5: Natural Environment Protection and Enhancement

In partnership with key stakeholders, the MDC will seek to protect and, where appropriate, enhance designated and non-designated sites of biodiversity and geodiversity value and interest within the Masterplan area. The MDC will encourage applicants to identify and pursue opportunities to protect and enhance priority habitats, priority species and ecological networks; and will support development proposals which can demonstrate measurable net gains in biodiversity.



Development Principle MDC6: Historic Environment

In partnership with key stakeholders, the MDC will encourage applicants to pursue opportunities to complement, enhance or repurpose heritage assets where suitable in order to promote Middlesbrough's heritage. The appropriate regeneration of key and underutilised listed buildings will be supported, with a view of securing the long-term conservation of assets at risk and to catalyse further redevelopment of the town.

Development which seeks to enhance the significance or setting of heritage assets as appropriate will also be supported, with a view of creating a sense of place and civic pride for Middlesbrough.



Development Principle MDC7: Sustainability

The MDC will support development which actively seeks to minimise its CO2 and equivalent emissions impact through the incorporation of sustainable design measures where appropriate. Applicants will be encouraged to integrate renewable and low carbon energy solutions into a development proposal where possible in order to function effectively and address the impacts of climate change.



Development Principle MDC8: Design Parameters

Development which meets each of the Design Parameters for each of the focus areas set out in the following section of this Design Code will be supported by the MDC. Those Design Parameters set out standards that would be appropriate for most instances including for density, building height, plot ratios and active frontages.



Station Quarter

A new mixed-use creative and cultural quarter for the town in an urban park setting – using improved public realm to better connect the town centre, station and Middlehaven. A new gateway linking the station to Exchange Square, Marsh Road and Wilson Street.

Context

The Station Quarter context is driven primarily by Middlesbrough rail station, surrounding historic buildings to Exchange Square and Zetland Road, and the strong urban, high quality character of the square itself. The station is currently undergoing significant redevelopment, with an extension of the existing platforms and a new station platform, direct train services to London, and revitalised spaces in and around the station including improved public realm and entrance points. This will cement the station as a focal point and reference for adjacent development.

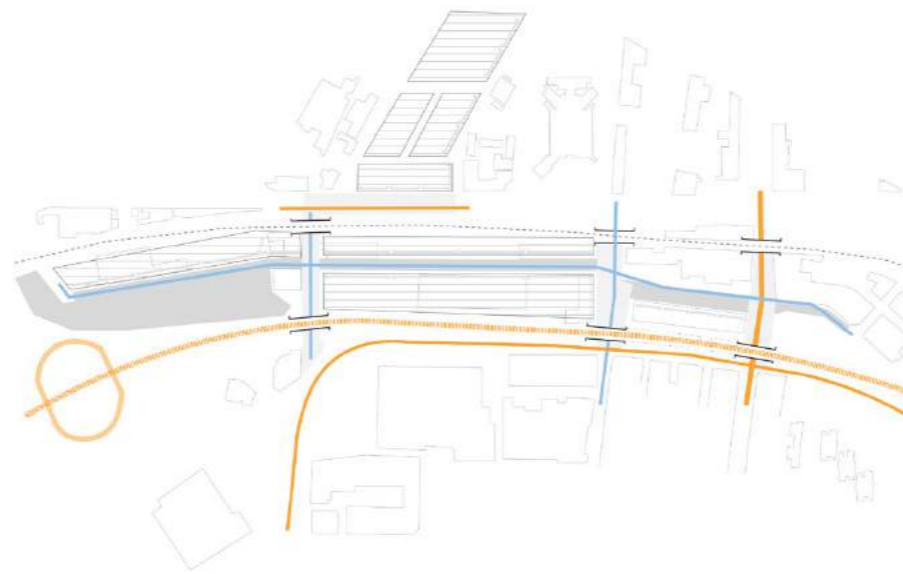
Conversely, there is a strong character enforced by the rail network and A66 overpass itself, establishing an industrially flavoured rail arch typology complemented by the light industrial shed units throughout the site.



Movement

Encourage safer connectivity to the Wilson Street crossing points (M1), making use of street lighting and artwork in keeping with the emerging creative character of the site.

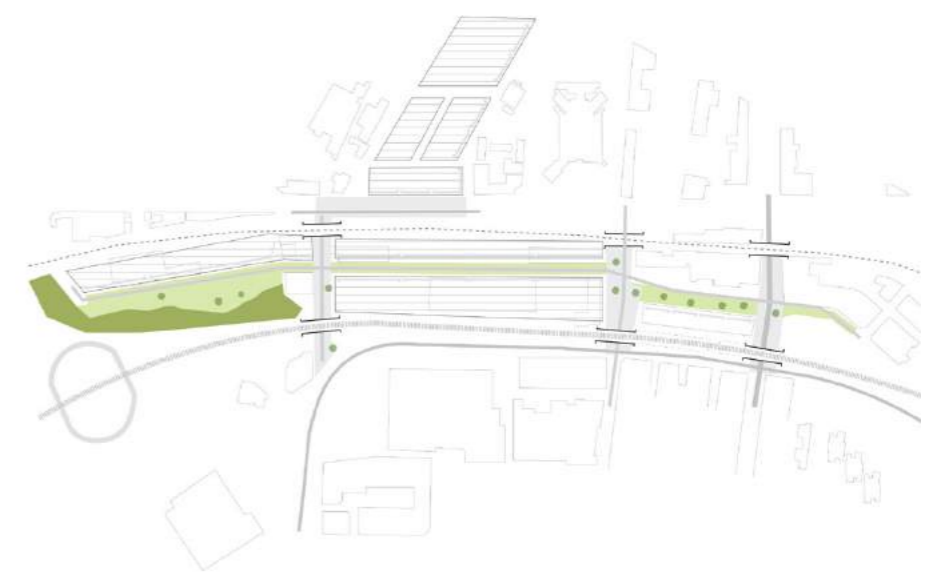
Encourage vibrant and active pedestrian friendly movement east-west (M2) from the station interrupted only for service access, connecting the emerging Heritage Quarter focussed on Exchange Square and the cluster of buildings along Zetland Place, with new developments to the west of the site, the Auxiliary, and the Northern School of Art.



Nature

Focus on opportunities to develop a new key green anchor to the west of the site, supported by the existing green infrastructure adjacent to the A66 (N1).

Encourage high quality street greening along a new pedestrian centric Station Street, and further improvements to Exchange Square with selective planting zones to encourage more green space. Utilise new green anchor for sustainable drainage opportunities where possible and enhance local biodiversity.



Built Form

New development to be informed by lower rise, medium density built form along Station Street (B1), one to three storeys typically, promoting strong active frontages. Opportunities for additional height along the southern edge of the site which flanks the A66, up to six storeys typically (B2).

New development and public realm enhancements to consider arrangement, heights, and form of buildings along Zetland Road and Exchange Square, as well as industrial vernacular of units to Station Street and the western edge of the site. Opportunity to create a gateway element to the junction of Linthorpe Road and Zetland Road, acting as a marker for the station, Middlehaven and the Station Quarter itself, complemented by high quality public space.



Public Space

Opportunity to develop a linear public space along Station Street itself, promoting pedestrian priority and encouraging active exploration with the use of high quality materials and selective planting in keeping with the emerging character of the focus area and opportunities to widen pavements where possible to encourage outdoor leisure uses.

Enhance the existing provision of public space to Exchange Square to further promote the area as a new heritage quarter destination for the town. Opportunities to enhance Zetland Square with high quality hard and soft landscaping, street furniture, public art, and lighting as a key part of the Station Quarter public realm and gateway to the town. Key focus on the development of a new park to the west of the site as a green buffer, serving employment uses to the west of the site and bridging the focus area to the western gateway of the town centre.



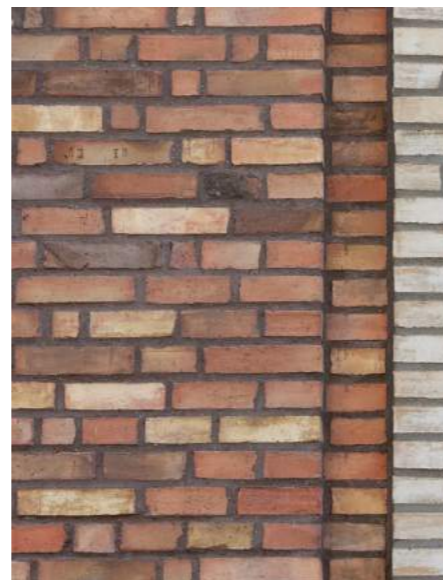
Use

Focus on ambitious, high quality, creative cultural and workspace areas anchored by the Auxiliary and Northern School of Art, with complementary leisure and commercial uses to encourage the development of a vibrant arts focussed quarter and support ambitious small and medium enterprises anchored by emerging and future tenants such as Stack and Muddler. Additional live-work and primary residential uses to be considered to the south of the site, fostering a new community tied to the emerging creative quarter. Opportunities for gateway commercial developments into Middlehaven in the northern pocket of the quarter informed by both the existing Boho buildings development and heritage qualities of the station itself.








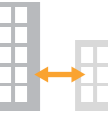





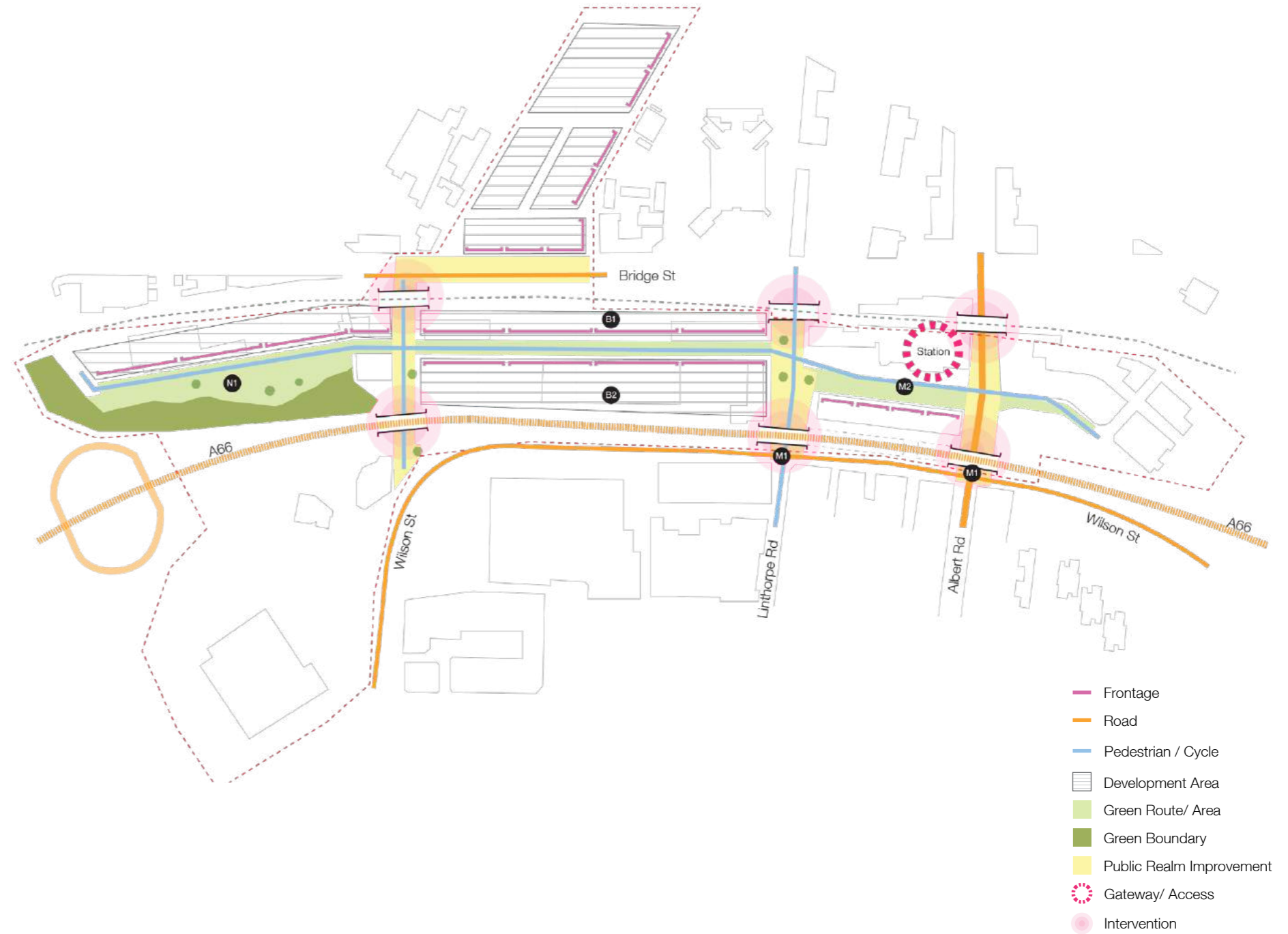
Identity and Materials

New characteristic as a vibrant and dynamic arts centric quarter, complemented by the previously dominant industrial nature of the site. Contrasting use of traditional industrial vernacular and high quality, robust materials is encouraged to reflect the high quality heritage assets on site alongside the existing light industrial context, taking inspiration from Exchange Square and Middlesbrough train station as well as the rail line and adjacent environment. Use of colour, street art, and lighting is all encouraged to promote a vibrant and active environment.



Design Parameters

-  **Area Type:** Local Centre
-  **Density:** Medium
-  **Storey Heights:** Medium / High (3-6 Storeys)
-  **Plot Ratio:** Medium (1.0)
-  **Building Line:** Medium / High (40->60%)
-  **Active Frontage:** High
-  **Street Set Back:** Tight / Medium (0-3m)
-  **Street Widths:** Medium
-  **Open Space Focus:** Pocket parks / Communal gathering space / Nature space
-  **Car Parking Provision:** On street / Off street
-  **SuDS Focus:** Swales and planting / Permeable surfacing / Green roofs



✓ We recommend...

- Medium densities appropriate to the existing site uses
- Active frontages and a prioritisation of pedestrian access along Station Street with opportunities for street greening and high quality hard landscaping
- Enhanced pedestrian access along a primary east-west corridor through the site
- Generally up to six storeys for new developments to the A66/south boundary and west of the site, smaller storey heights typically to the remainder
- Consideration to the quality, character, and massing of the numerous heritage assets within the site, including views toward such structures
- Key interventions to Wilson Street crossing points utilising lighting and street art

✗ We recommend that you avoid...

- Overly low or high density development
- Taller buildings to the north and east of the site
- Development which harms the heritage and quality of existing assets on site
- Inward looking development or vehicle centric development to the site generally

Gresham

A new mixed-use development for the town, supporting the growth of the university and creating local facilities for the existing community.

Context

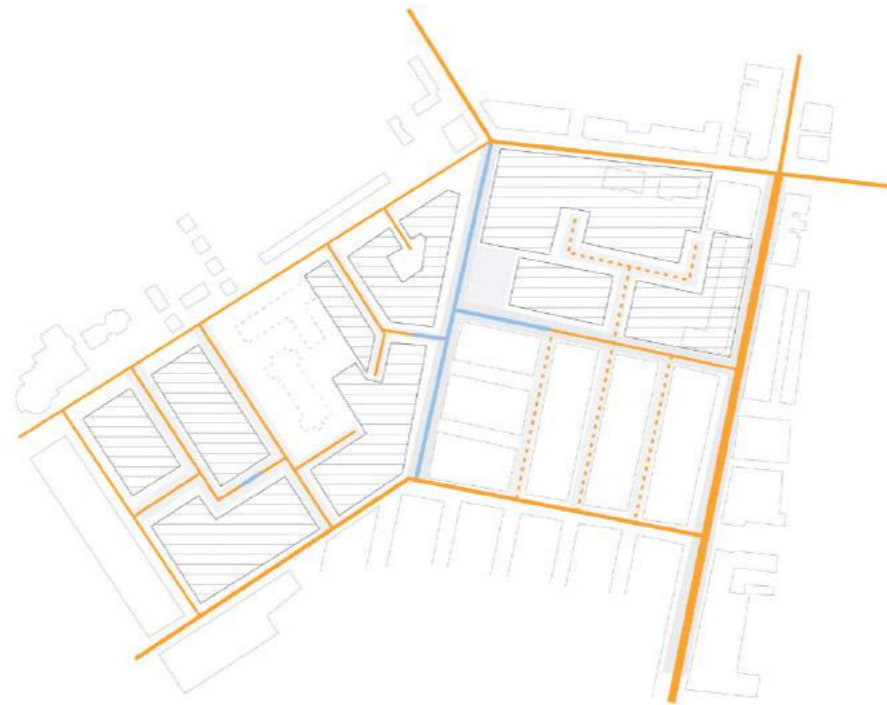
The Gresham context is driven primarily by its dominant residential character, comprising mostly of two storey, red brick terraced housing with rear access lanes yards. There is an emerging character of higher quality new build housing to the west of the site which mostly takes reference from the historic and existing housing stock on site, anchored by the existing planning approvals in place for the regeneration of the focus area which are on site and well progressed. This typology breaks down as you move towards Linthorpe Road, with a greater variety of building heights and façade treatments to reflect the wider mix of uses. On the edge of the focus area, there is an opportunity to enhance the existing quality of building uses, appearance, and public realm along Borough Road as a primary route in to the town centre.



Movement

Encourage a key pedestrian link through the centre of the site (M1), linking Linthorpe Road with Diamond Road, a new public landscape space to the heart of the site, and any new development within the focus area itself.

Enhance the two primary access nodes where Linthorpe Road meets Princes Street to encourage pedestrian movement north along Linthorpe Road.



Nature

Encourage street greening where possible with the introduction of traffic calming measures, providing additional space for landscaping, and ensuring Gresham remains a pedestrian centric zone. Opportunity for a green heart space to enhance biodiversity, sustainable drainage and extent of planting (N1).

Encourage sustainable drainage strategies where possible, with new development to avoid hard standing, non-permeable surfaces.



Built Form

New development to be sensitive to the low rise, medium to high density of the surrounding site (B1). Three storeys acceptable across the site but opportunities exist for additional height, particularly towards the centre and eastern edge of the site (B2), including along Linthorpe Road, to reflect the taller buildings there and the adjacent university campus. Some significantly taller blocks (5+ storeys) may be appropriate where these can be accommodated sensitively in relation to their surroundings. Active frontages encouraged to Borough Road and Linthorpe Road.

Public Space

Primary focus on the development of a key public space within the heart of the Gresham focus area itself, to provide green open space for residents and visitors, with opportunities for children's play space where possible. Opportunities to enhance the public space along Linthorpe Road, encouraging pedestrian links through the site, toward the university and north to the town centre.

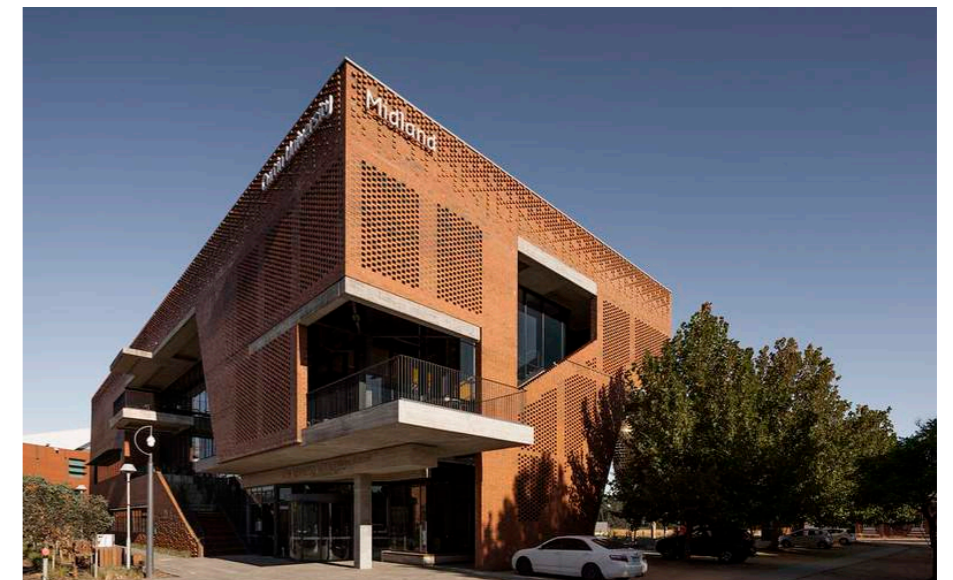
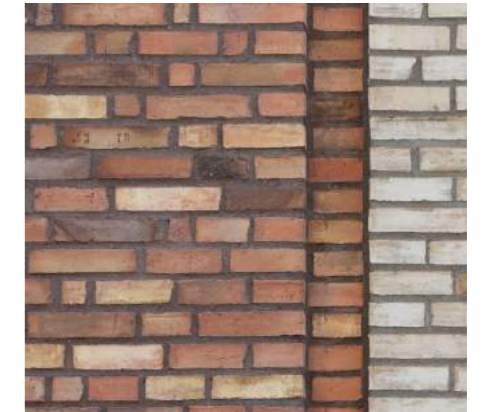
Use

Focus on the delivery of high quality new homes for Gresham, considering a number of unit sizes and tenures. Additional consideration for purpose built student accommodation to serve Teesside University, alongside commercial and leisure uses along Borough Road and Linthorpe Road, anchored by the redevelopment of the Crown Pub (U1). Additional opportunities to be considered include an expansion of the Teesside University campus into the west of the focus area, acting as a catalyst for the regeneration of Gresham and the wider area (U2).







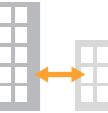





Identity and Materials

Encourage development of a high quality, contemporary residential quarter with references to the historic and current residential character of the site. Encourage use of robust and high quality materials including brick and slate. Use of natural materials as complementary features to improved green space. High quality landscaping to green links to encourage pedestrian use. Larger non residential developments to tie in with the existing character of the site, with a consideration for complementary material palettes and architectural detailing.



Design Parameters

-  **Area Type:** Urban Neighbourhood
-  **Density:** Medium / High
-  **Storey Heights:** Medium / High (3-5+ Storeys)
-  **Plot Ratio:** Medium / High (1.0-2+)
-  **Building Line:** Low / Medium (<40-60%)
-  **Active Frontage:** Low / Medium
-  **Street Set Back:** Loose / Generous (3-6m+)
-  **Street Widths:** Narrow/ Medium
-  **Open Space Focus:** Activity space / Play space / Nature space
-  **Car Parking Provision:** On street / Off street
-  **SuDS Focus:** All suitable methods to be considered



✓ We recommend...

- Higher densities to maximise the opportunity for new housing on the site mirroring the tighter grain of the surrounding area
- A minimum of three storeys across the site but introduction of taller blocks (5+ storeys) where these can be sensitively accommodated
- Integration of a new central green space for community use
- A primary green pedestrian link providing an access route east-west through the site linking to Linthorpe Road
- Use of materials and architectural details which complement the historic and existing site context
- Outward looking development to encourage passive surveillance over key pedestrian routes

✗ We recommend that you avoid...

- Low density large block massing
- Excessive areas of hard, non-permeable surfaces
- Storey heights above three storeys for any emerging residential development
- Creation of potential rat runs between Borough Road and Princes Road

A Town Centre Neighbourhood

A commercial heart for the town with a regenerated urban park, new multi- generational living, business space and services. Incorporating a new western gateway connecting the town centre, anchored by the Northern School of Art.

Context

The Town Centre Neighbourhood context is mostly characterised as a town centre urban hub. There are a vast number of typologies within this focus area, including heritage assets such as the Town Hall and the Middlesbrough Empire, large urban shopping centres such as the Cleveland Centre and Hill Street Centre, pedestrianised high street retail clusters along Corporation Road and Linthorpe Road and spread throughout the wider site, and isolated tall buildings such as the CNE. As the primary urban hub of the town, there is a strong mix of building uses with the opportunity to further drive economic growth, including retail, commercial office and workplace, further complemented by civic and residential uses.



Movement

Focus on the improvement of pedestrian movement along the primary access routes of Albert Road and Linthorpe Road (M1), with additional improvement to the east west link of Corporation Road which ties the entire town centre together (M2).

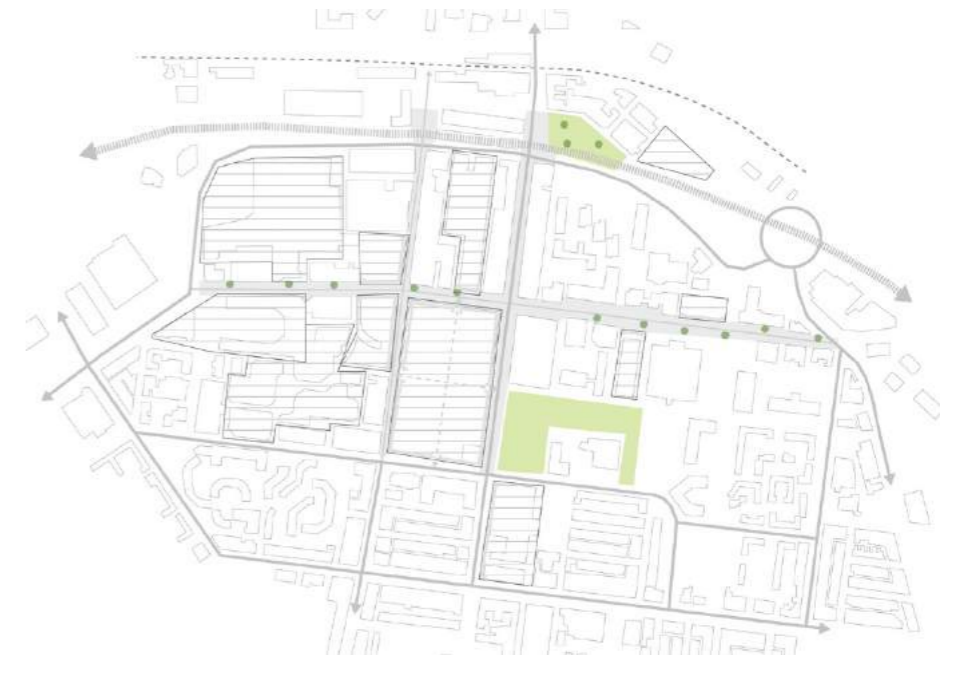
Opportunities for interventions at key gateway nodes such as the junction of Borough Road and Linthorpe Road (M2) and to the current transport hub incorporating Middlesbrough bus station. Consider opportunities to enhance through routes to Middlehaven and the Station Quarter with the use of public art and lighting to the existing underpasses.



Nature

Encourage street planting and biodiversity enhancements along the primary pedestrian routes where possible, linking the north of the town centre, Middlehaven and the Station Quarter with the heart of the Town Centre Neighbourhood at Centre Square.

Explore opportunities to introduce greenery to roof terraces to redeveloped shopping centres or at street level, implementing more green areas from existing grey space. Encourage more greening to Exchange Square and street greening to Albert Road to promote the development of a biodiversity corridor toward Centre Square (N1).



Built Form

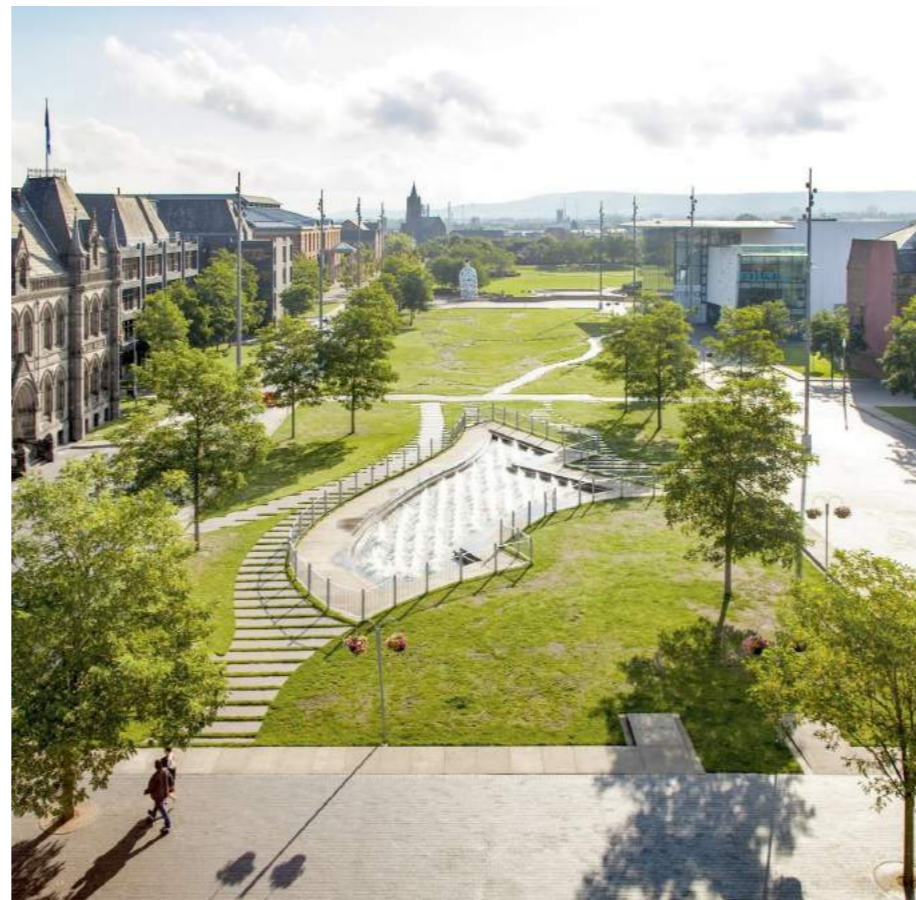
New development to be considerate of existing site context, including storey heights and densities. Opportunities for tall buildings to central nodes within the site, and north along the A66, where development opportunities exist, but typically consider up to five storeys across the site. New development and public realm enhancements to consider arrangement, heights and form of any heritage assets within the site, including the Town Hall and the Middlesbrough Empire.

Opportunities to consolidate the permeable nature of the wider Town Centre Neighbourhood including the Cleveland Centre, Hill Street Centre and Dundas Shopping Centre blocks, with outward looking active frontages (B1) encouraged to the primary periphery roads and inward looking service spaces pushed to the centre of the site with consideration for new centralised public spaces.



Public Space

Opportunities to enhance and consolidate existing key public spaces within the site including Exchange Square, Centre Square, and Captain Cook Square, with high quality pedestrian friendly streetscapes connecting the wider site and enhanced access and frontage to Middlesbrough bus station (P1). Consider additional opportunities for public square spaces in the town centre and the use of roof terraces for new communal gathering and recreational space.



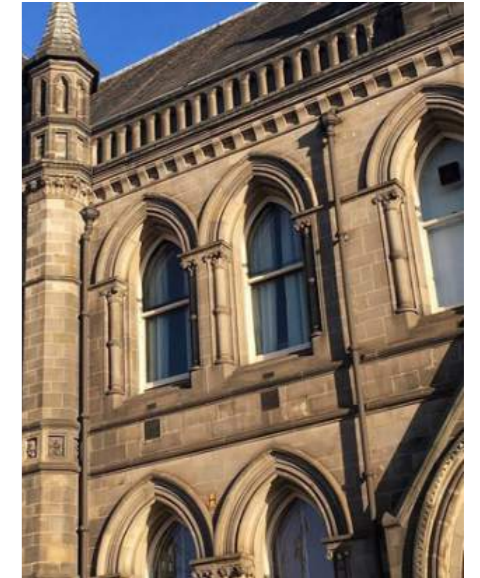
Use

Focus on the consolidation and rebalance of oversupplied retail uses into commercial, leisure and public space opportunities to enhance the daytime and evening economy of Middlesbrough, with rejuvenated retail opportunities where demand can be demonstrated. Consideration for residential uses to the site to promote a mixed-use town centre.








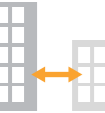





Identity and Materials










Enhance the current urban town centre character of the site with appropriate architectural responses which promote pedestrian activity and safety, utilising glazed street frontages on key routes through the site with high quality façade design which reflect the historic detailing found on a number of buildings in the town centre. Encourage high quality hard landscaping materials for public spaces and pedestrian streets and promote more opportunities for communal gathering with wider streetscapes and highly visible public spaces. Opportunities for high quality feature buildings as key nodes to the town centre.



Design Parameters

-  **Area Type:** Town Centre
-  **Density:** Medium/ High
-  **Storey Heights:** Medium / High (2-5 Storeys)
-  **Plot Ratio:** Medium / High (1.0-2.0)
-  **Building Line:** High (>60%)
-  **Active Frontage:** High
-  **Street Set Back:** Medium / Loose (3-6m)
-  **Street Widths:** Medium / Wide
-  **Open Space Focus:** Pocket parks / Communal gathering space
-  **Car Parking Provision:** Decked / MSCP
-  **SuDS Focus:** Swales and planting / Permeable surfacing / Green roofs



-  Frontage
-  Road
-  Pedestrian / Cycle
-  Development Area
-  Green Route/ Area
-  Green Boundary
-  Public Realm Improvement
-  Gateway/ Access
-  Intervention

✓ We recommend...

- Positive outward looking development with highly activated façades and consistent building lines where possible
- Breaking up the existing medium density shopping centre blocks that dominate the site
- Consideration for commercial, leisure, residential, and public space uses to rebalance the town centre
- Up to five storeys typically across the site, with consideration for taller buildings, which demonstrate exceptionally high-quality design, to key nodes
- Enhancement and street greening of primary pedestrian routes and public spaces
- Use of decked or MSCP car parking to facilitate higher density development

✗ We recommend that you avoid...

- Inward looking development, blank façades, or extensive surface car parking open to the periphery of the site
- Service routes and loading areas compromising public access to the site and new development
- Low density, low height development to the centre of the town
- Excessive additional retail development

Middlehaven

New town centre living in an first rate sustainable community, as well as a mixed use internationally recognised cultural and entertainment destination anchored around the waterfront.

Context

The Middlehaven context is mostly characterised by its predominantly industrial past and iconic structures such as the Transporter Bridge, Temenos and Riverside Stadium, with remnants of the old St. Hilda's townscape expressed via a few remaining heritage assets including the Old Town Hall. The distinct gridded street pattern of the focus area, still present despite numerous changes to the area, should be retained, strongly emphasised, and influence any emerging developments within the site.

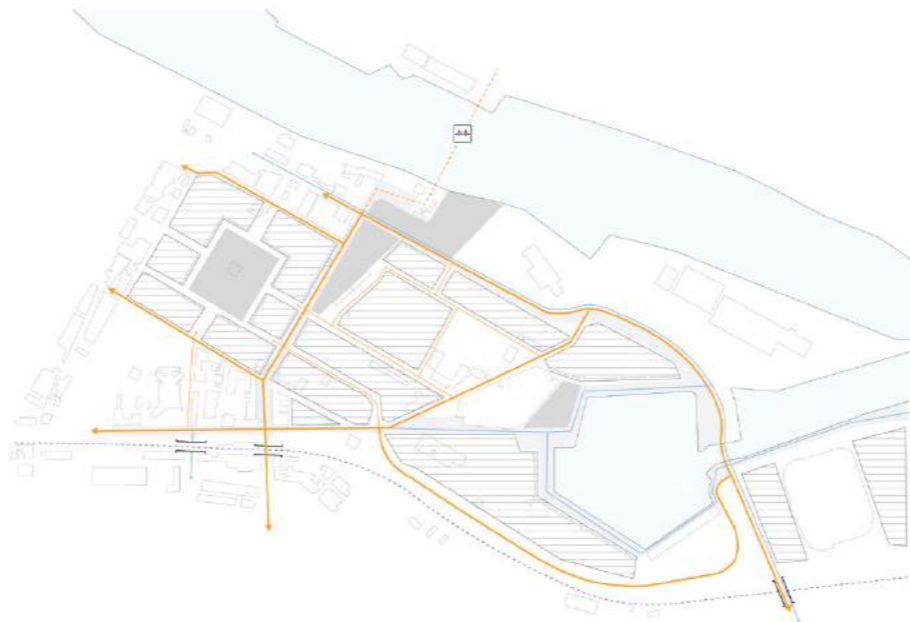
The area is also defined by its proximity to water; both the River Tees itself and the Middlehaven Docks which form part of the Teesmouth and Cleveland Coast SSSI. There are examples of emerging high quality public realm, including the pedestrian paths leading from the train station into the heart of Middlehaven, a cluster of areas around the docks, and emerging public space adjacent to Pioneering Way.



Movement

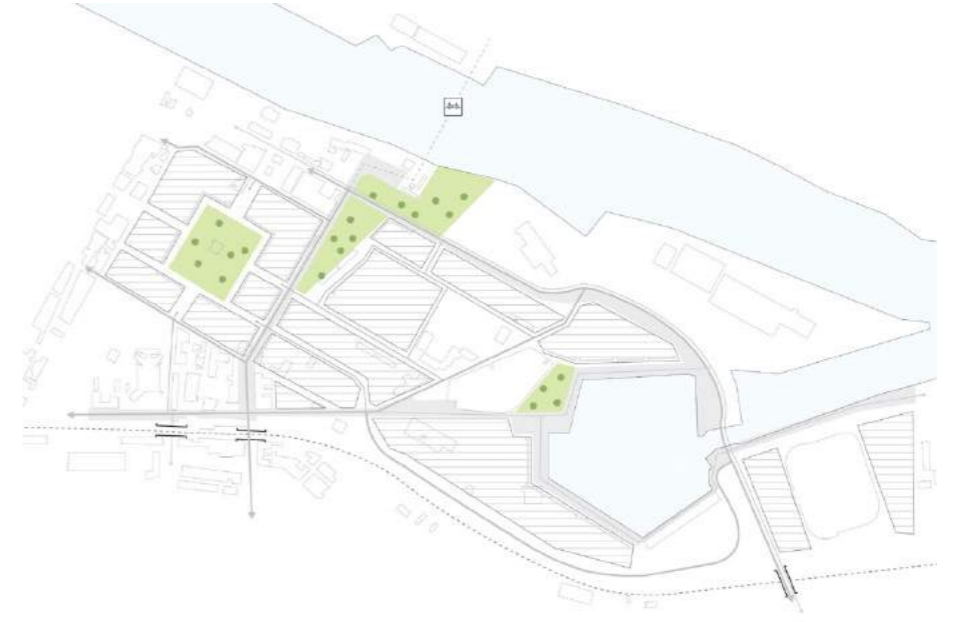
Encourage pedestrian and vehicular access from the town centre via Albert Road (M1), and further routes through Middlehaven leading north along Cleveland Street to the Transporter Bridge (M2), and east along Dock Street and Windward Way toward Middlesbrough College and the Riverside Stadium (M3).

Encourage pedestrian and cycle routes to the north of the site along the Teesdale Way (M4), connecting to the wider cycle network to the north of the River Tees and south towards the town centre. Encourage safe, active pedestrian focussed routes around the docks and along the river where possible.



Nature

Continue to provide high quality green space in association with new development across the site, including consideration for a new public green space anchored by the Old Town Hall and any new residential development in the St. Hilda's area (N1). Enhance the existing Middlehaven Park provision with additional high quality planting and increased biodiversity opportunities. Enhancements to the docks to further improve biodiversity and connection to the maritime context of the site.



Built Form

New development to be informed by existing site context, up to six storeys typically with additional height possible for high quality development to key central nodes within site to promote way finding. Higher densities and tighter street grain to secondary routes supported to promote higher quantum of residential development and mirror the historic street pattern of St. Hilda's, with active, outward facing frontages to any commercial or leisure developments on site. Consideration for high quality architectural detailing to any flagship development within the site to anchor the wider area.

Public Space

Improvements to existing public space along Middlehaven Docks and the River Tees (P1), with encouraged development of a primary public access route from the train station to the Transporter Bridge. Character of public space could take inspiration from the maritime and industrial character of the site.

Opportunities for new public space to the St. Hilda's residential development site providing safe, open, welcoming communal and play spaces for future residents and visitors (P2).

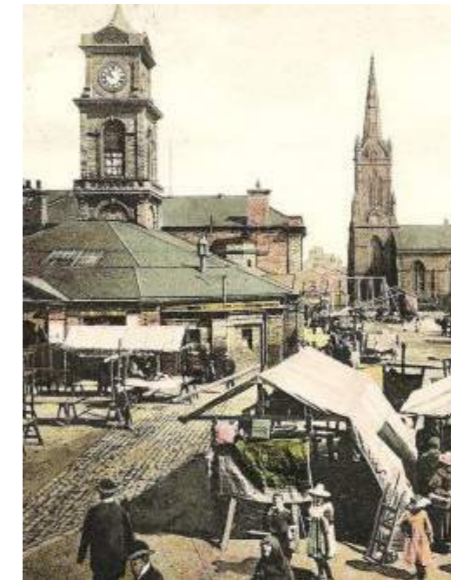
Use

Consideration for a new internationally recognised cultural or leisure attraction to anchor the site as a new entertainment destination in tandem with the Riverside Stadium (U1), with additional consideration for uses to the docks and River Tees. Additional uses to be considered include new residential and leisure development to the St. Hilda's area and along the Middlehaven Docks (U2), education uses to complement Middlesbrough College (U3) and the anticipated growing residential population within the site, and office and commercial uses to complement the dynamic and emerging Boho quarter to the south of the site (U4). Development to the west of the site along Stockton Street and Commercial Street should consider the existing industrial uses on the periphery of the focus area, with opportunities for mixed used, live-work units or light industrial, maker spaces to soften the transition to wider residential, commercial, and leisure uses to the centre of the site.



Identity and Materials

Enhance the historically rich industrial character of the site whilst acknowledging and celebrating the maritime context of Middlehaven. The identity of the site should be bold and ambitious and aspire toward the best quality waterfront urban environments across Europe in providing a new and exciting destination area for the town and wider North East. Use of colours and materials to reflect key heritage assets within the site, including the Transporter Bridge, Old Town Hall and Hydraulic Clock Tower.



Design Parameters



Area Type: Local Centre / Urban Neighbourhood



Density: Medium / High



Storey Heights: Medium / High (3-6+ Storeys)



Plot Ratio: Medium (1.0)



Building Line: Medium / High (40->60%)



Active Frontage: Medium / High



Street Set Back: Medium / Loose (3-6m)



Street Widths: Medium



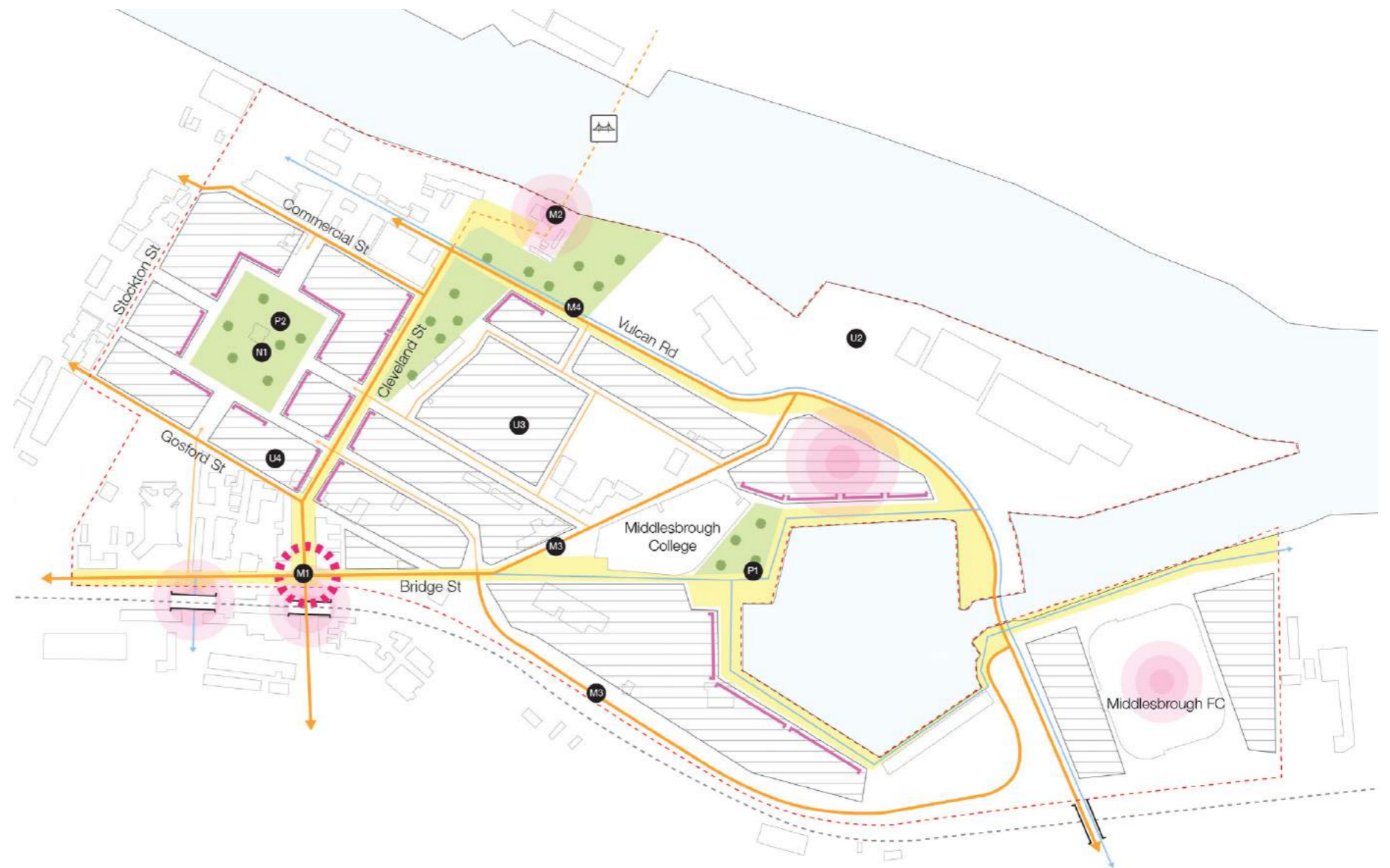
Open Space Focus: Pocket parks / Communal gathering space / Nature space / Play space / Activity space



Car Parking Provision: On street / Off street



SuDS Focus: All suitable methods to be considered



- Frontage
- Road
- Pedestrian / Cycle
- Development Area
- Green Route/ Area
- Green Boundary
- Public Realm Improvement
- Gateway/ Access
- Intervention

✓ We recommend...

- Medium to high density development to the west of the site, with lower densities promoting generous public space to waterfront areas
- Up to six storeys typically across the site, with consideration for taller buildings demonstrating high quality design and demand
- Encouraging high quality pedestrian links between the town centre, Riverside Stadium, Transporter Bridge and Middlehaven Docks, with safe, secure, and green access routes
- Encouraging better integration with the waterfront character of the site and a celebration of the rich industrial heritage of the Middlehaven focus area
- Mixed use development including cultural, leisure, residential, educational, and commercial uses
- A re-establishment of the historic St. Hilda's street grain where possible

✗ We recommend that you avoid...

- Excessively high density development to the waterfront or existing public spaces across the site
- Inward looking development, blank façades, or extensive surface car parking open to the periphery of the site
- Development which harms the rich heritage and quality of existing assets on site

Way Forward

This Design Code has been prepared in accordance with the National Model Design Code, published by the Ministry of Housing, Communities and Local Government in June 2021.

It will support the MDC in exercising its planning functions in the Development area of Middlesbrough. It is a material consideration in the determination of planning applications submitted within this area.

To discuss any aspect of this Design Code or for further information, please contact us at

MDCplanning@teesvalley-ca.gov.uk

