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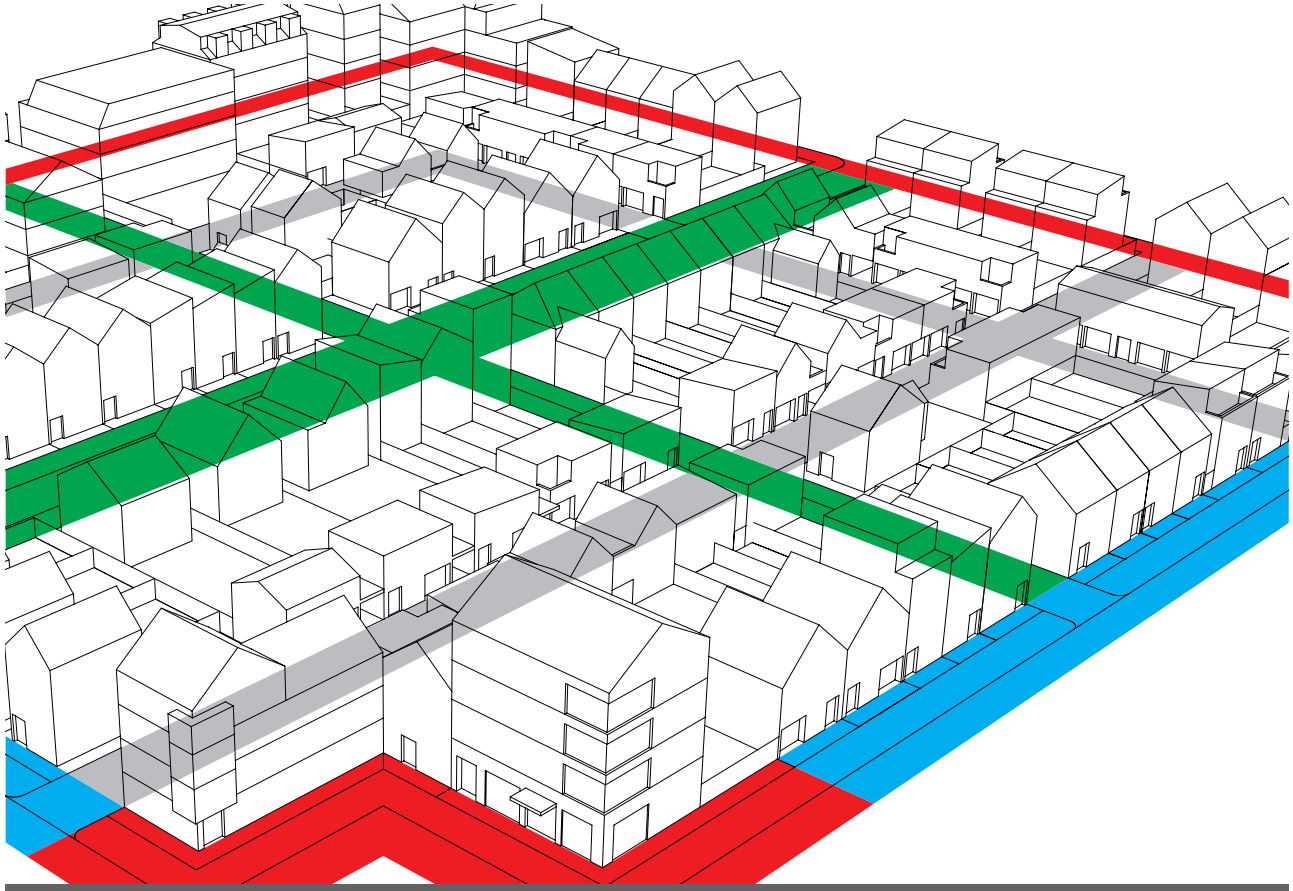

Middlesbrough Council and HCA

Middlehaven Development Framework

Design Codes DRAFT

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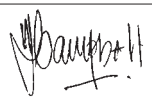
REVIEWED BY PROJECT DIRECTOR	Kelvin Campbell	
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3708

MIDDLEHAVEN DEVELOPMENT FRAMEWORK
DESIGN CODES

THE TEAM:
URBAN INITIATIVES

PROJECT DIRECTOR:
KELVIN CAMPBELL

1 Fitzroy Square
London W1T 5HE
t +44 (0)20 7380 4545
f +44 (0)20 7380 4546
www.urbaninitiatives.co.uk

urbaninitiatives

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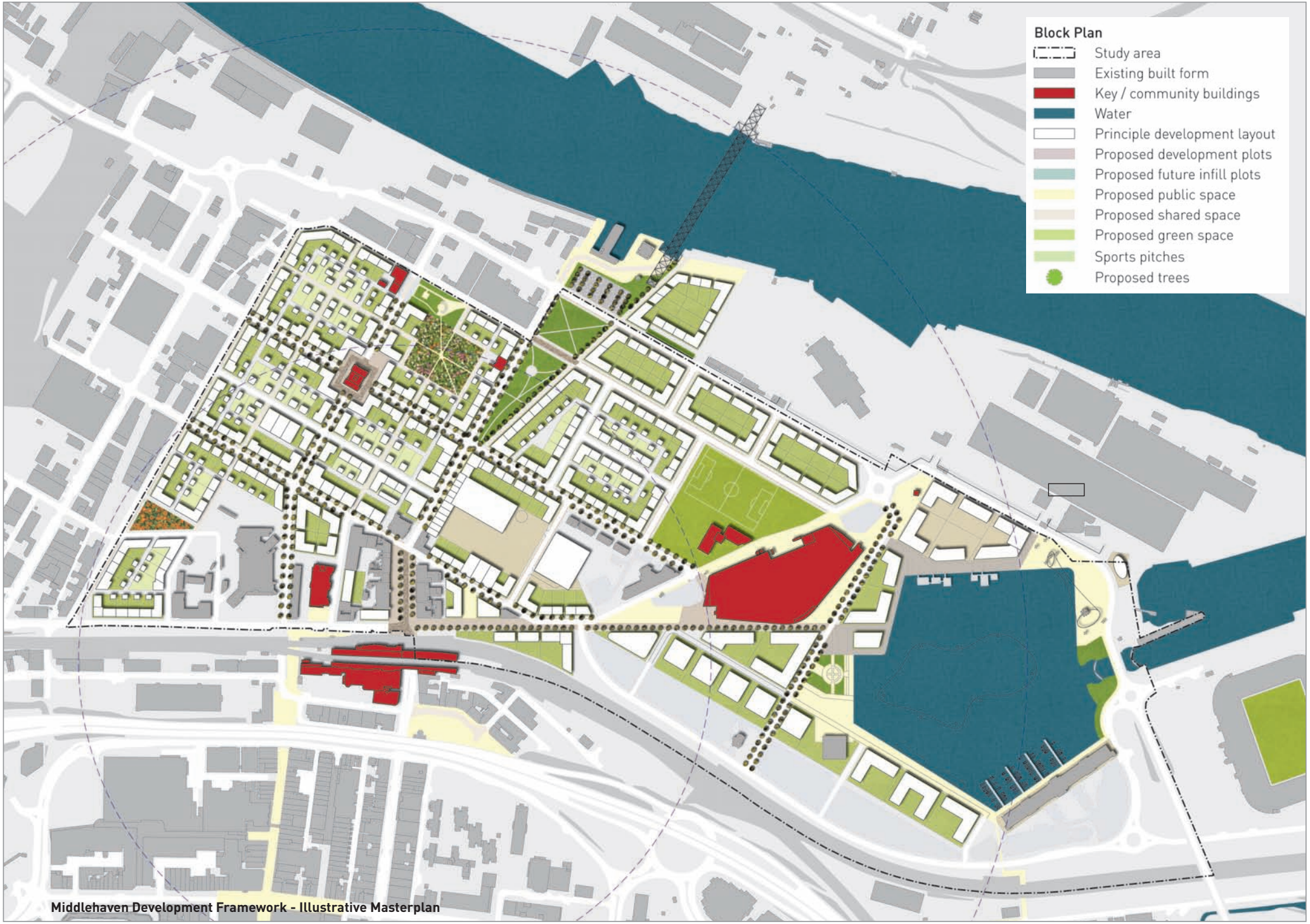

Middlehaven Development Framework - Illustrative Masterplan

About this document

THE PURPOSE AND STRUCTURE OF THIS DOCUMENT

Urban Initiatives has been commissioned by the Middlehaven Partners (The Homes and Community Agency and Middlesbrough Council) to prepare a masterplanning framework for the Middlehaven area in Middlesbrough. The framework establishes a spatial vision for Middlehaven together with overarching design principles and a delivery strategy.

This document is the Design Code for Middlehaven. It supplements the Middlehaven Framework. The Design Code provides design specifications for both the development of buildings on private land, and the planning and design of the public realm and public spaces.

Part A, the Development Parameters, sets out clear requirements for buildings in Middlehaven. It provides developers with a clear understanding of what constitutes acceptable development in Middlehaven, while providing a framework within which there is ample flexibility for creativity and the design of bespoke and fitting architectural solutions.

Part B, the Public Realm Codes, establishes a library of typical and special street sections, and provides outline briefs for public spaces. The purpose of these is to guide the public sector or the relevant development party, to ensure the creation of a consistent street space, and quality and useful public spaces.

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HOW TO USE THIS DOCUMENT

1. Part A – Development Parameters
   covers the design requirement for any building proposal brought forward in Middlehaven. Refer to this section if you are preparing or assessing the quality of planning applications.
2. Part B – Public Realm Codes
   covers the design requirement for the streets and public spaces in Middlehaven. Refer to this section if you are procuring the design work or designing the public realm in Middlehaven.

Middlehaven Development Framework - Illustrative Masterplan - Massing Model

PART A
THE DEVELOPMENT PARAMETERS

The primary audience for this section are developers, investors, and other parties, that intend to bring forward development in Middlehaven, including their design professionals. The design parameters in this section ensure that development fits in with the overall vision and character, and relates appropriately to their neighbours. The Design Code is not a recipe book that contains finished designs, ready to be implemented. Rather, the Code contains a set of fundamental parameters that establish a framework upon which a variety of designs can be created. The Code aims to guide development that builds on best practice, whilst avoiding repetitive, formulaic design responses.

The Code is not prescriptive in terms of architectural style or construction method. It does not restrict creativity but instead challenges developers and their designers to produce innovative and imaginative solutions that will make safe, attractive and memorable places that present their own character while being respectful to the existing fabric and landscape setting. It also ensures co-ordination between the different sites and developers, providing a coherent approach to the quality and character of adjacent development.

The Code has been formulated through analysis of the unique and special character of the area. It enables new development to respond to and reflect this character, but does not seek to replace architectural innovation and flair or impose a stylistic or aesthetic approach.

Within key parameters, a range of individual responses to different sites can come forward, ensuring that diversity and variety are achieved in new development.

PART B
THE PUBLIC REALM CODES

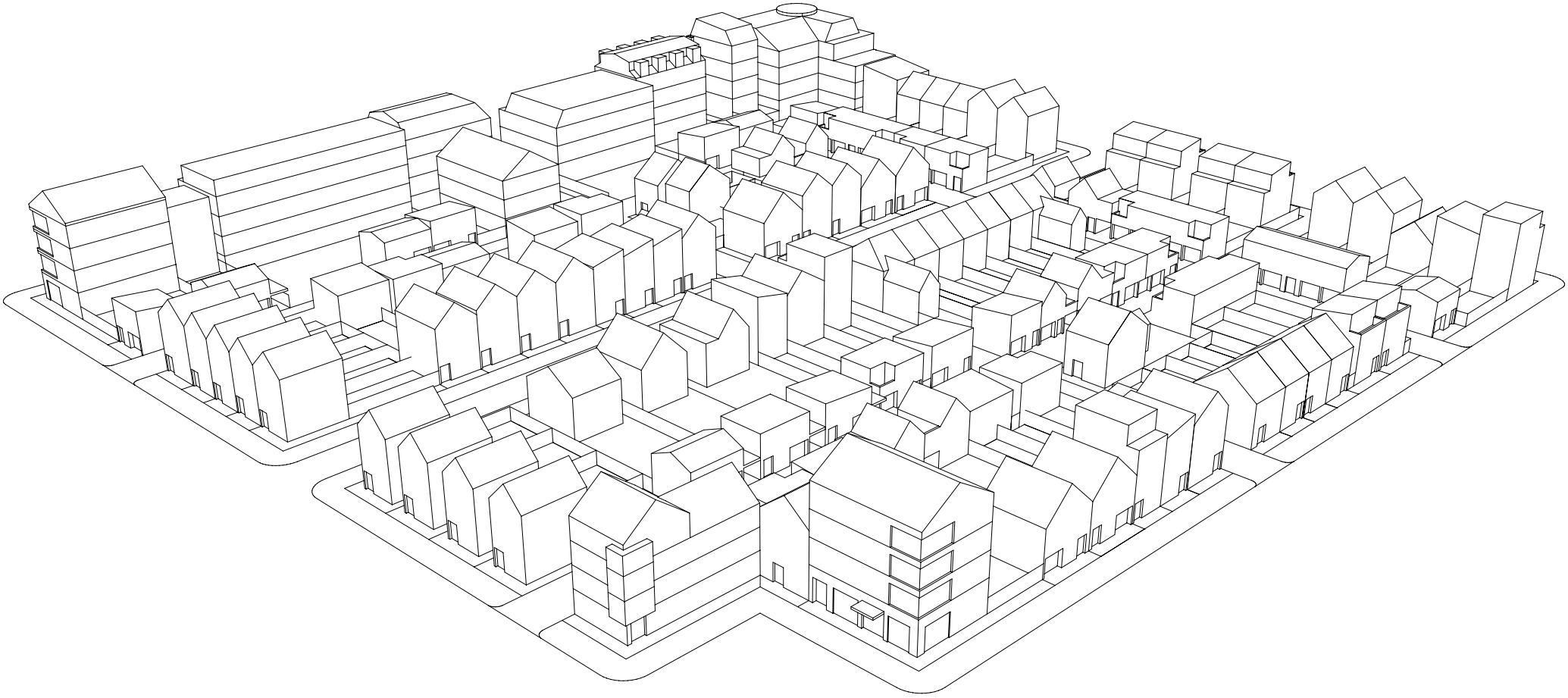
This section of the codes is concerned with providing a principal framework for the design of the public realm in Middlehaven. It includes a library of street types and also guidance for public spaces in Middlehaven.

The street codes set out design parameters for each street type. They provide a clear hierarchy between streets and help to reinforce the inherent legibility of the network. This ensures that streets of the same order and connectivity are treated similarly and have sufficient capacity to accommodate the anticipated traffic and pedestrian flows. It also ensures that streets provide car parking bays, cycle parking, street lighting, trees, benches and other street furniture in a coordinated way. It stipulates high quality design and a coherent palette of materials throughout Middlehaven.

Additionally this part of the document sets out design outlines for public spaces throughout Middlehaven. Public spaces should be attractive and provide amenities for the people living, working and visiting Middlehaven. They should be special, contribute to a unique character and make the Neighbourhood shine.

The public space codes provide an outline brief for their detailed design.

The Development Parameters (DP)



Part A
The Development Parameters (DP)

This section specifies the design requirements for the development of building plots. It sets mandatory requirements that each development scheme must comply with, and also provides additional recommendation on best practice that can be considered.

These codes are supplementary and should not be understood as a replacement to other existing regulations or planning requirements.

WHAT DOES THIS SECTION COVER?

This section covers the following design codes:

Code	Aspect	Description
DP1	Urban Layout and Plot Sub-division	This code provides an overview of the concept of superblocks and the general layout and sub-division of street blocks. It also sets out how street blocks and development sites are sub-divided into smaller development units, called lots and plots.
DP2	Uses	This code specifies the permissible use types by sub-area and the location of uses on site.
DP3	Height	This code specifies the principal height of development by area and by part of the development, and gives additional specific height requirements, including floor-to-ceiling heights.
DP4	Access, Servicing and Parking	This code specifies the general access, servicing arrangements for development, including location of entrances, bicycle storage, refuse and recycling areas. It also sets the maximum parking standard and additional design and access requirements for parking areas.
DP5	Frontage and Building Line	This code specifies where the principal front of a building must be in relation to the plot boundary. It also sets out rules for the diversion from the building line in case of set-backs, projections, extensions and balconies.
DP6	Relationship with Neighbouring Plots	This code regulates how buildings sit in relation to their plot boundary, neighbouring sites and adjacent buildings.
DP7	Fenestration	This code sets out a minimum requirement for the open part of the building facade that faces the public realm. It addresses openings at the ground floor and corners and sets the privacy requirements for openings facing habitable rooms of dwellings.
DP8	Boundary Treatment	This code defines the boundary treatment for the front, rear and side boundary of a plot. This includes the height of the railings, hedges, walls or fences that demarcate the property edge, and also the material and other design requirements.
DP9	Appearance	This code sets out principal aspects of the appearance of buildings facing the street. This include general design principles for the facade and the roof, including acceptable materials.

DP1
Urban Layout and Plot Sub-division

This code explains how development is organised in Middlehaven.

It provides an overview of the concept of superblocks, urban street blocks, and the sub-division of street blocks into development sites. It also sets out how development sites can be further sub-divided into smaller development units, called lots and plots.

PURPOSE

The purpose of this code is to inform the sub-division and parcelisation of the land. It also provides a useful overview and reference of the spatial development concept and its constitutive parts, which are frequently referred to throughout the design code.

Overview: Urban Layout

SUB AREAS

Middlehaven is comprised of two sub-areas that differ in how development is organised. These are:

- Middlehaven Central - an urban area with streets defined and enclosed by buildings; and
- Middlesbrough Dock - a campus-like area that is characterised by larger stand alone buildings that focus onto the basin and an associated high quality public realm.

URBAN STREET BLOCK

The urban street block in Middlehaven Central is the three dimensional framework within which buildings are located and organised between the network of streets. Development is generally promoted along the perimeter of a street block where it helps to create well-defined, overlooked and animated streets, and where it establishes a clear separation between public and private spaces.

Street blocks are normally sub-divided into two or three development sites by internal mews or service lanes.

The layout of street blocks is based on the re-established historical street grid in Middlehaven.

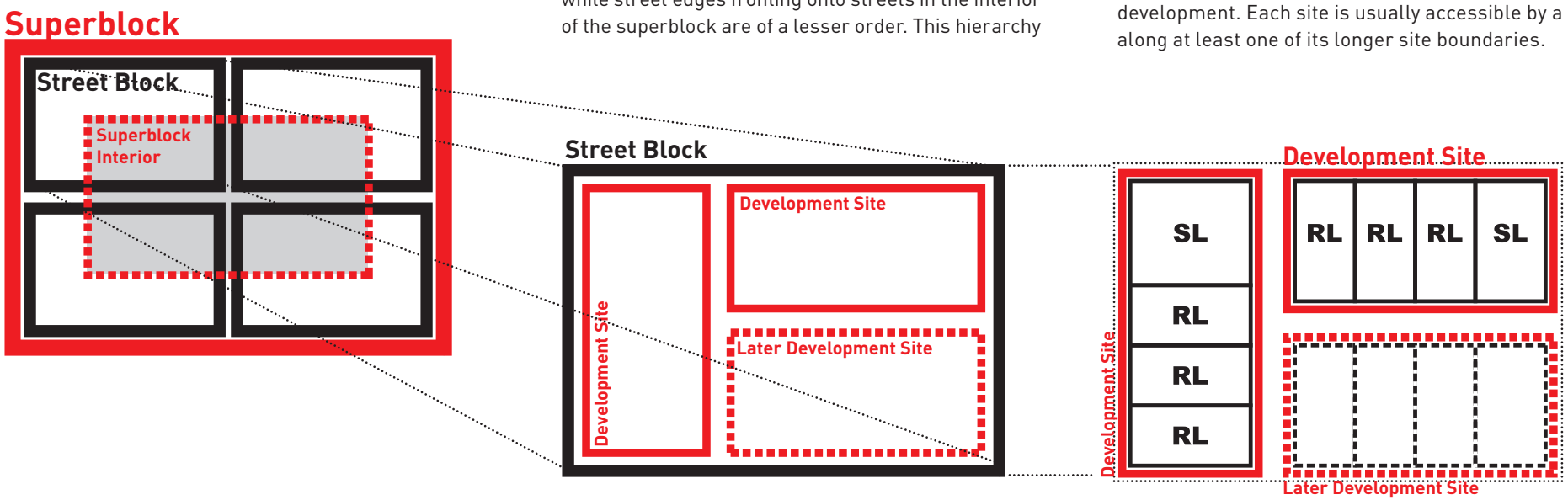
SUPERBLOCK

A number of superblocks are proposed in Middlehaven Central. A superblock combines a number of adjacent street blocks into a larger entity. It is normally defined by primary streets. The superblock establishes a hierarchy between the sides of the street blocks it contains. The edges of street blocks fronting onto the streets surrounding the superblock, are of higher order, while street edges fronting onto streets in the interior of the superblock are of a lesser order. This hierarchy determines a number of other development parameters, including building uses, height and frontages. See codes DP2, DP3, and DP5 for more detail.

The delivery strategy for Middlehaven recommends that the development sites along the perimeter of superblocks are developed first, while sites central to superblocks are reserved for future development. The purpose of this is to concentrate development in those areas first where it helps to establish good urban streets and generate activity and interest. Sites reserved for future intensification can in the meantime be used for car parking, as community green space or by other suitable interim activities.

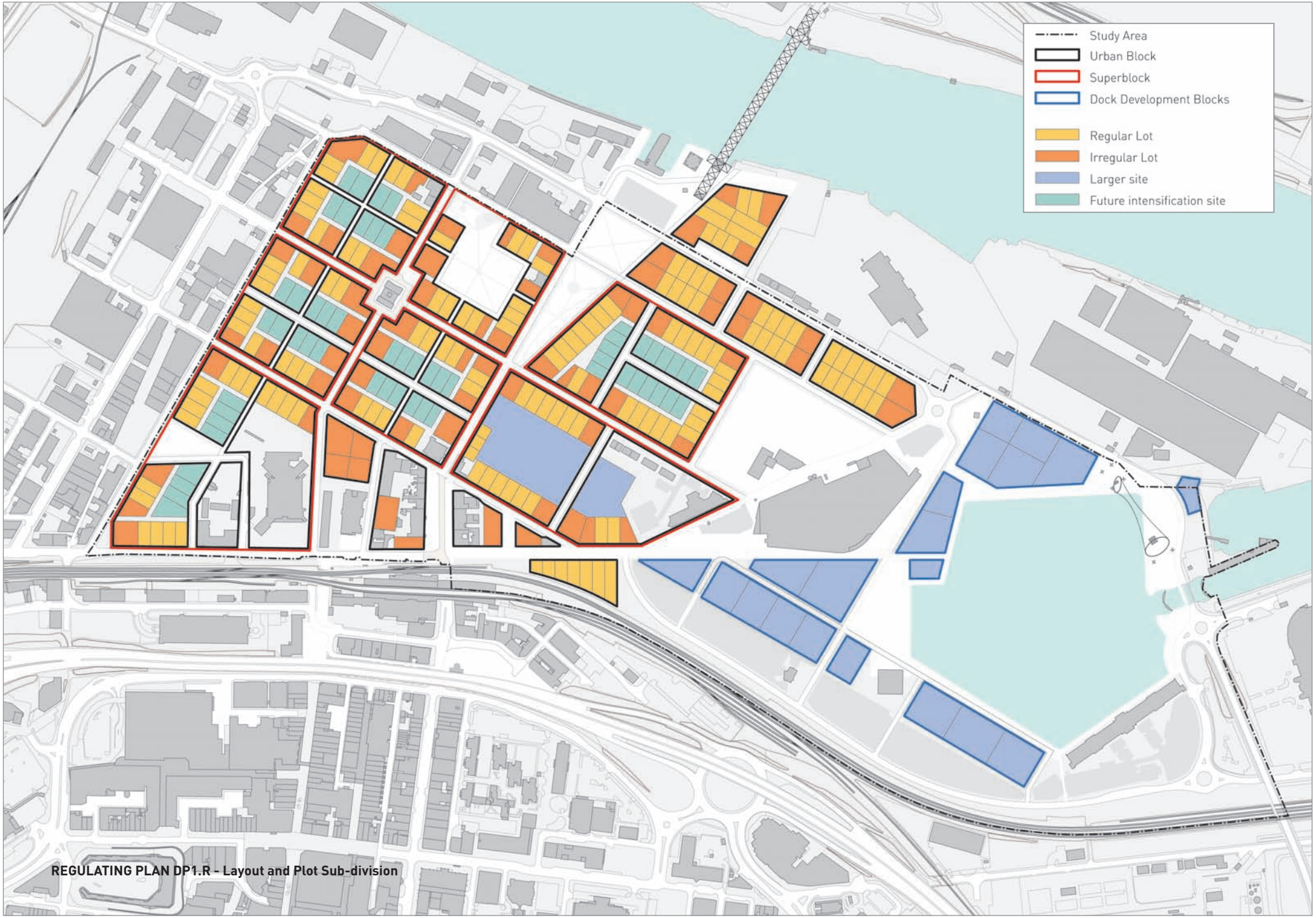
DEVELOPMENT SITES

The layout of street blocks (in Middlehaven Central) and identified development parcels (in the Middlesbrough Dock area), provide large sites for development. Each site is usually accessible by a street along at least one of its longer site boundaries.



DP1 Fig. 1 Diagram setting out the relation between a superblock, a street block, development sites and lots

RL = Regular Lot SL = Special Lot



REGULATING PLAN DP1.R - Layout and Plot Sub-division

Overview: Plot Sub-division

DP1

SUB-DIVISION INTO LOTS AND PLOTS

Key to the success of the regeneration in Middlehaven is the parcelisation of development sites into a series of smaller plots and the generation of a fine grain development pattern.

Sub-division of larger sites and the disposal of smaller plots will enable smaller developers and interested parties the opportunity to bring forward one or two buildings and to take a share in the regeneration of Middlehaven. This greatly enhances the development potential by opening up the market, which previously was limited to only a few larger scale developers.

Sub-division is an essential precondition for the creation of diversity and choice, and a rich and interesting environment. It also promotes an efficient use of land and compact forms of development.

The grain of sub-division in Middlehaven Central and the Middlesbrough Dock area provides a range of larger and smaller sites in different environments to satisfy a range of demand for sites.

Middlehaven Central

The approach to parcelisation here is based on the concept of development modules called 'lots'. A 'lot' is a development module of fixed width (normally 15m) as the basic unit. This can be subdivided into two, three or four plots. Two lots may also be joined together to create sites suitable for accommodating larger scale development or split into five equal plots or other subdivisions as required. Along with the height of the building, this defines the maximum development front, with flexibility in the depth and form at the rear of the building.

Different internal and external layouts, garden designs, types and façades can all be developed in adjacent units allowing architects to innovate. It enables internal growth and change within the concept of 'long life, loose fit'. It also allows for variation in street-scene and building shoulder height to create visual interest.

The primary building or house will be aligned along the front edge of the plot facing the street. The rear of the plot normally faces a service lane and can accomodate a rear or mews building or access to parking and rear gardens.

The recommended size of a regular lot in Middlehaven is 15m wide, and between 22.5m and 30m deep. This amounts to a single lot area of between 340 sqm and 450 sqm, and a double lot of between 680 sqm and 900 sqm,

These plot dimensions can accommodate a wide range of housing and mixed-use building typologies from the mews cottage to the townhouse, 'living over the shop', the semi-detached or the detached house. Apartment typologies, commercial buildings, hotels and other types of urban development can also be accommodated as illustrated on the following page.

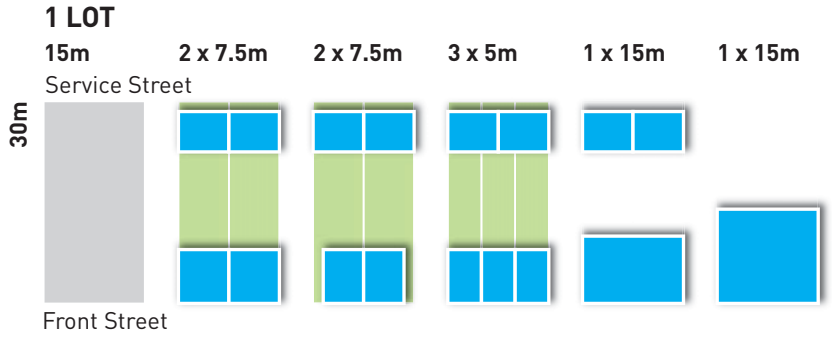
Lots at corners of blocks or the end of a development site can be larger or smaller, and offer room for bespoke design in response to location, use and context.

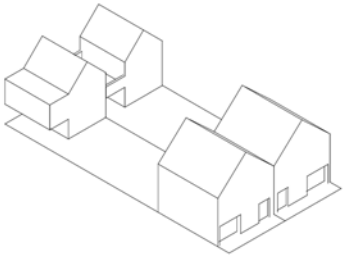
Middlesbrough Dock

Plot subdivision in the Middlesbrough Dock area is more flexible. A typical development site is between 30m and 60m long and between 30 and 60m deep, realising site areas of between 900 sqm (0.2 acre) and 3,600 sqm (0.9 acres). These sites are suitable for one or two larger buildings, with associated car parking and landscaping. Plots can be combined to accommodate larger development schemes that are brought forward comprehensively.

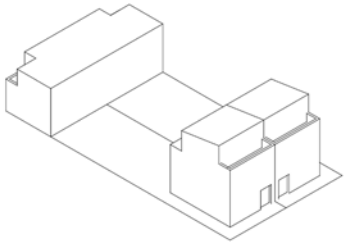
Examples: Regular Plot Subdivision

DP1 Fig. 2
Examples of how single or double lots can accommodate a different type and scale of development, and can be subdivided further into development plots.

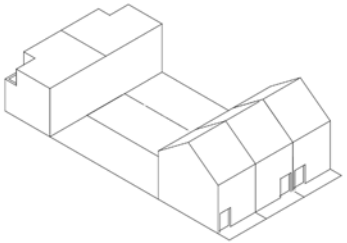




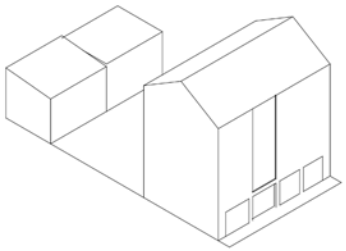
Front: 2 Town Houses
Rear: 2 Mews Houses



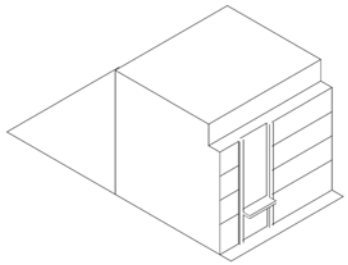
Front: 2 Semi-detached houses
Rear: 2 Mews Houses



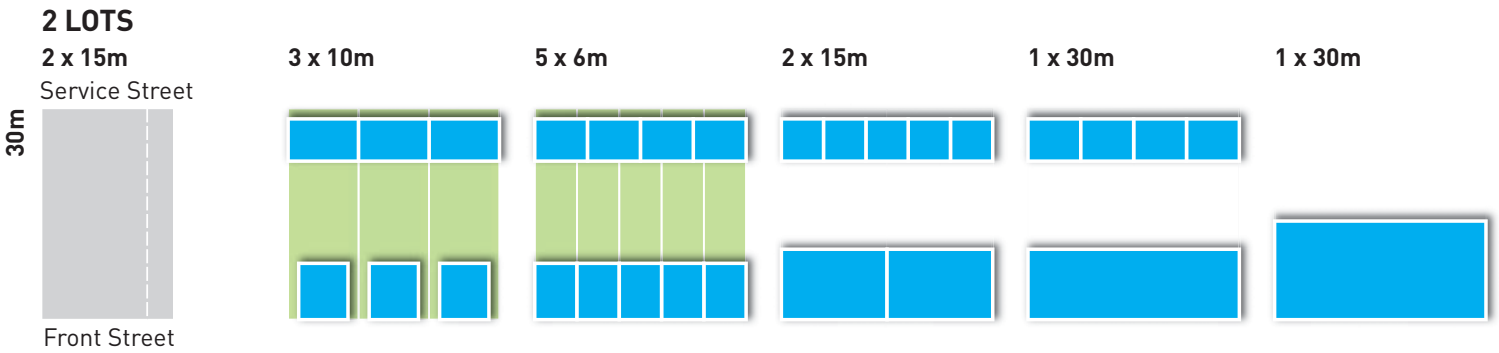
Front: 3 Town Houses
Rear: 2 Mews Houses

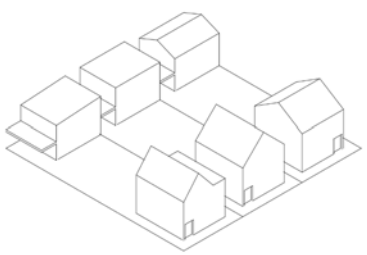


Front: 1 Apartment building
Rear: 2 Mews Houses

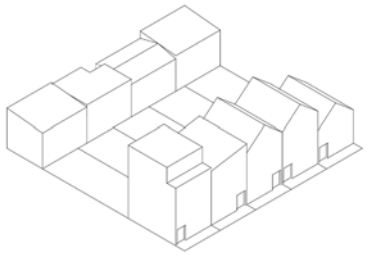


Front: 1 Office or Mixed Use Building

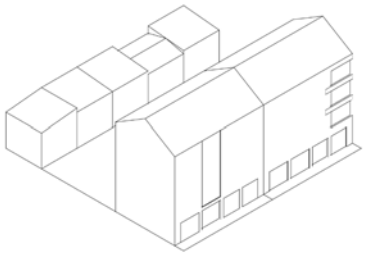




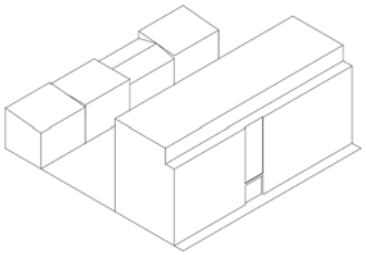
Front: 3 Detached Houses
Rear: 3 Mews Houses



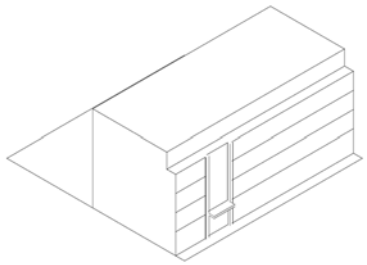
Front: 5 Terraced Houses
Rear: 4 Mews Houses



Front: 2 Apartment Buildings
Rear: 5 Mews Houses



Front: 1 Large Apartment Building
Rear: 4 Mews Houses



Front: 1 Large Office, Mixed Use Building Or Hotel

DP2
Uses

This code specifies the permissible use types by sub-area and the location of uses on site.

PURPOSE:

Its purpose is to ensure that:

- Uses fit in with the character of the area where they are located;
- Mixed-use and visitor focussed development is concentrated in locations where it benefits from better accessibility and visibility; and
- Residential amenity is protected.

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HOW TO USE THIS CODE

1. Identify the use zone in the uses regulating plan DP2.R in which development is located.
2. Look up the permitted land uses in the table under Code DP2.1 for the different development elements.
3. Check compliance with conditional criteria where indicated.

Overview

Middlehaven is generally a mixed-use area, permitting a wide range of uses.

Middlehaven is sub-divided into the following use zones:

- Boho
- Tees Neighbourhood
- Intermediate Zone
- Middlesbrough Dock

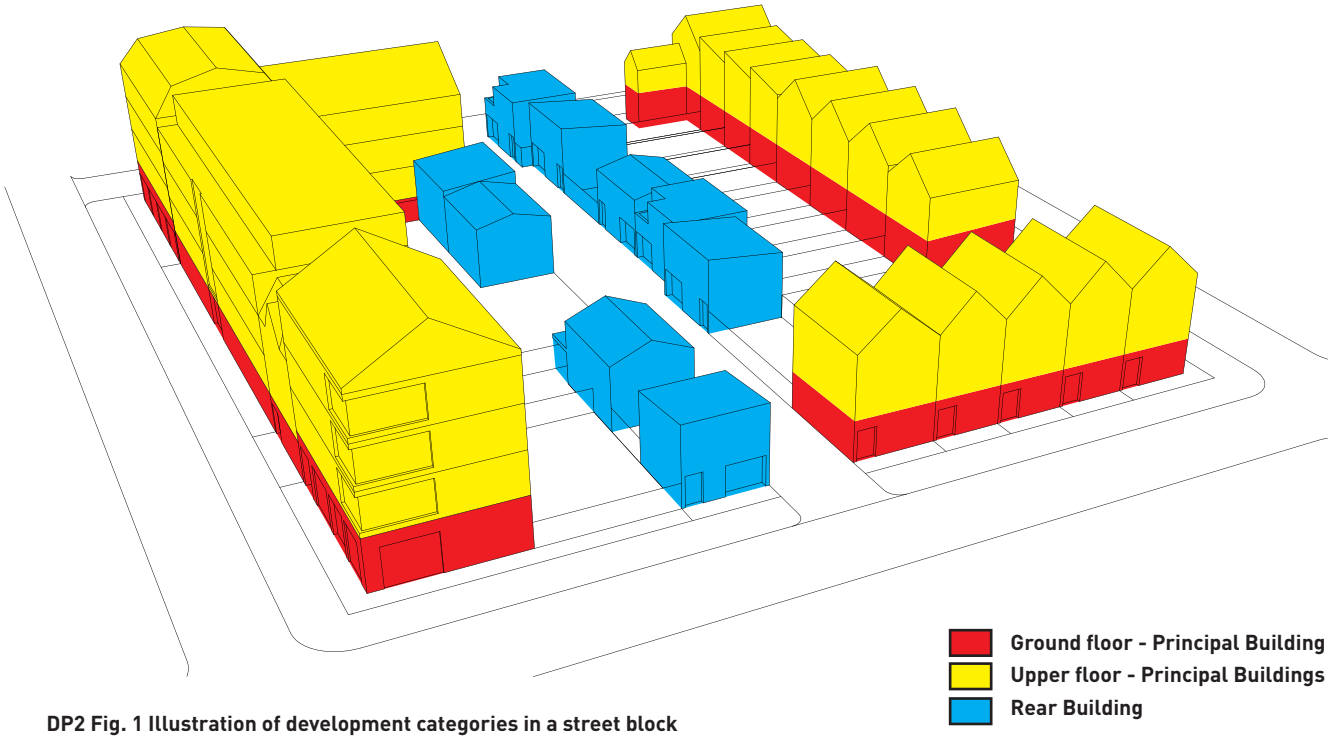
Selected street frontages in the Tees Neighbourhood and Intermediate Zone are further designated as opportunities for non-residential uses.

Designations are indicated in the Regulating Plan DP2.R on the next page.

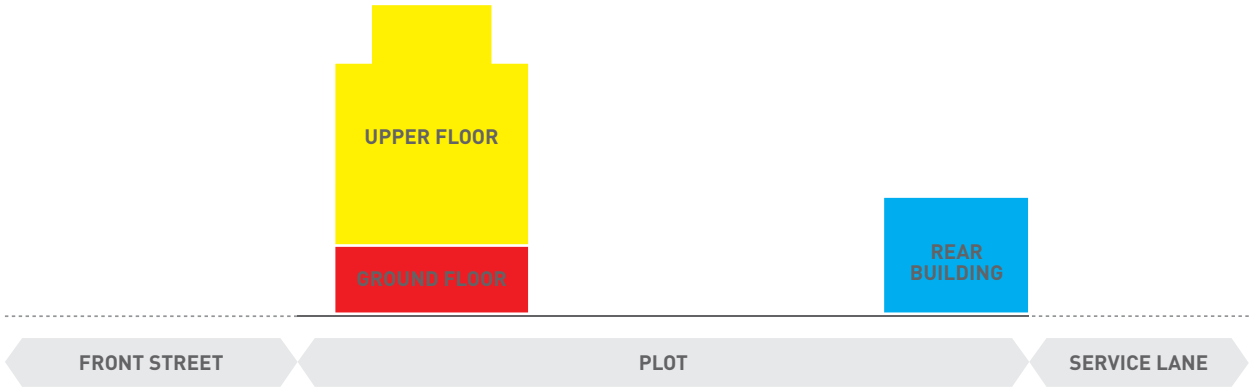
Permissible uses within each use zone are specified under Code DP2.1.

Uses are specified in respect to their location on a plot and within buildings. Sites are subdivided into the following Development Categories:

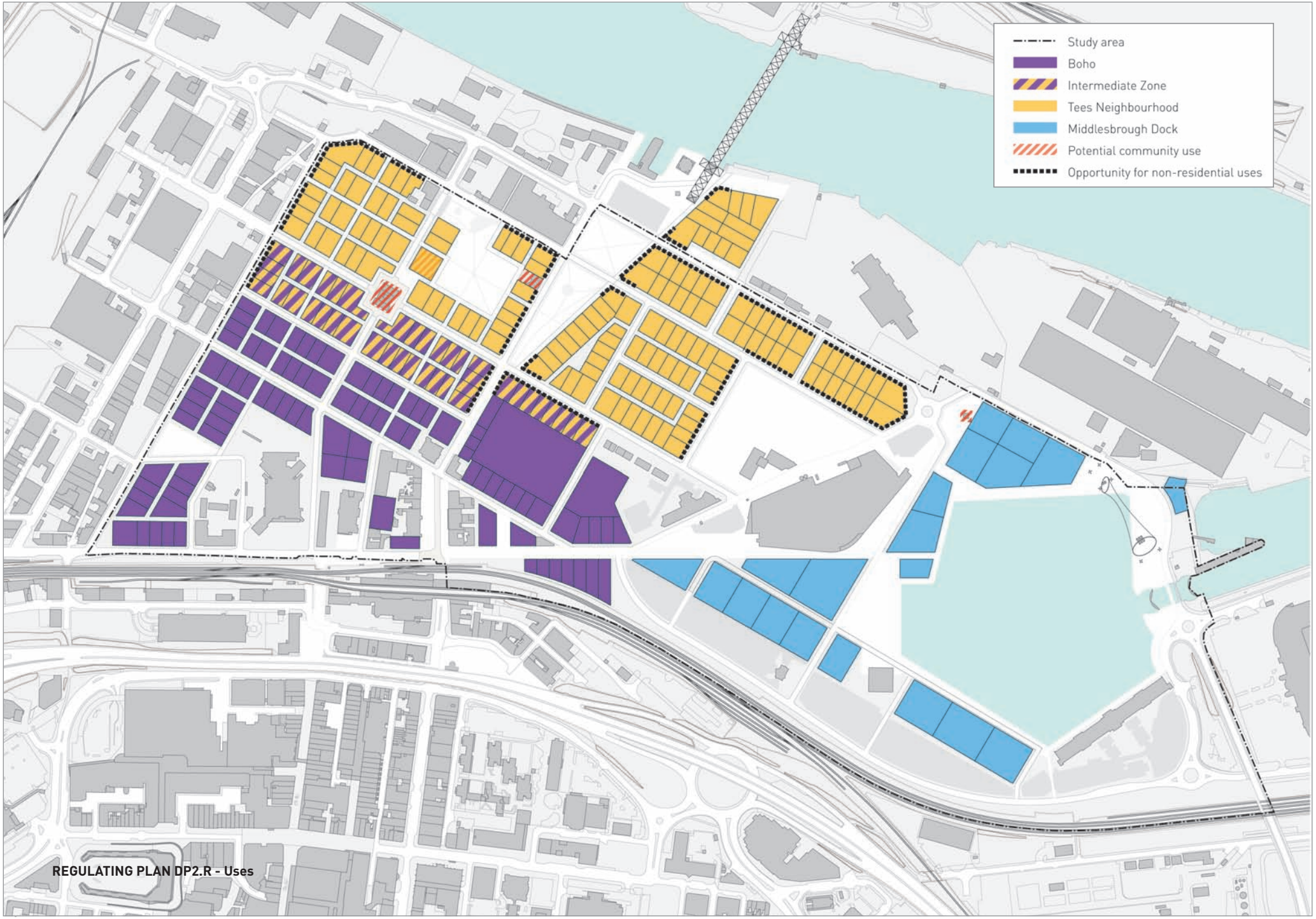
- Principal Building - Ground Floor;
- Principal Building - Upper Floor; and
- Rear Building (separate building to the rear of the principal building, that in some parts of Middlehaven Central is accessible via a rear service / mews lane).



DP2 Fig. 1 Illustration of development categories in a street block



DP2 Fig. 2 Definition of development categories



REGULATING PLAN DP2.R - Uses

DP2.1 Acceptable Uses

Key

✓ Acceptable Use

Conditional Criteria

E Use acceptable as extension of GF use if primary entrance is at the front of the principal building

F Use only acceptable on sites designated as opportunity for non-residential use in the Regulating Plan Dp2.R

P Use only acceptable if privacy of residents can be ensured (ie. provision of dual aspect, maisonettes or raised ground floor)

		Business			Retail				Institutions			Leisure		Residential					
Use Zones	Development Categories	Large offices (Grade A)	Small offices / Managed studios	Workshops	Shops & Services	Café / Restaurants	Pubs / Bars	Hot Food Take Away	Health	Education	Culture and Community	Leisure Venue (Cinema, Theatre)	Sports and Recreation	Apartments	Town Houses	Live Work	Hotel / Managed apartments	Assisted living	Student housing
Boho	GF	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	P	✓	✓	✓	✓	✓
	UF	✓	✓	E	E	E	E		E	E	E	E	E	✓	E	E	✓	E	E
	RB	E	E	E	E	E	E	✓	E	E	E	E	E	E	✓	✓	E	E	E
Intermediate Zone	GF	✓	✓	✓	F	F	F		✓	✓	✓		F	P	✓	✓	✓	✓	✓
	UF	✓	✓	E	E	E	E		E	E	E		E	✓	✓	✓	E	E	E
	RB	E	E	E	E	E	E		E	E	E		E	E	✓	✓	E	E	E
Tees Neighbourhood	GF	F	F	F	F	F	F		F	F	F	F	F	P	✓	✓		✓	
	UF	F	F	F	F	F	F		F	F	F	F	F	✓	✓	✓		E	
	RB													E	✓	✓		E	
Middlesbrough Dock area	GF	✓	✓			✓	✓		✓	✓	✓		✓	P			✓	✓	✓
	UF	✓	✓						✓	✓	✓		✓	✓			✓	✓	✓
	RB	✓	✓						✓	✓	✓		✓	✓			✓	✓	✓

DP3
Height

This code specifies the principal height of development by area and by development category.

PURPOSE:

Its purpose is to ensure that:

- The height of a buildings and its roof form is suited to the scale and character of the street;
- Height does not have an adverse impact on amenities of neighbours, or
- Causes excessive overshadowing to courtyards or the street space.

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HOW TO USE THIS CODE

1. Identify the height zone in the Regulating Plan DP3.R where your development is located.
2. Look up the permitted height for each of the development categories in the table under Code DP3.1 and check if an additional inhabited roof-space storey is permitted for the principal building.
3. Consider additional building height requirements (Code DP3.2-DP3.5) if applicable.

Overview

Middlehaven is generally a low to medium rise quarter with heights ranging from 2 to 4 storeys in the Middlehaven Central area and between 3 and 6 storeys in the Middlesbrough Dock area. There a few opportunities for buildings exceeding these heights.

The **Regulating Plan DP3.R** sub-divides Middlehaven into the following **height zones**:

- 2 storey zone (in Middlehaven Central);
- 3 storey zone (in Middlehaven Central);
- 4 storey zone (in Middlehaven Central); and
- Middlesbrough Dock Zone.

The regulating plan further designates the following sites:

- opportunity for an additional set-back storey (in Middlehaven Central);
- development site overlooking the dock; and
- opportunity for a higher building;

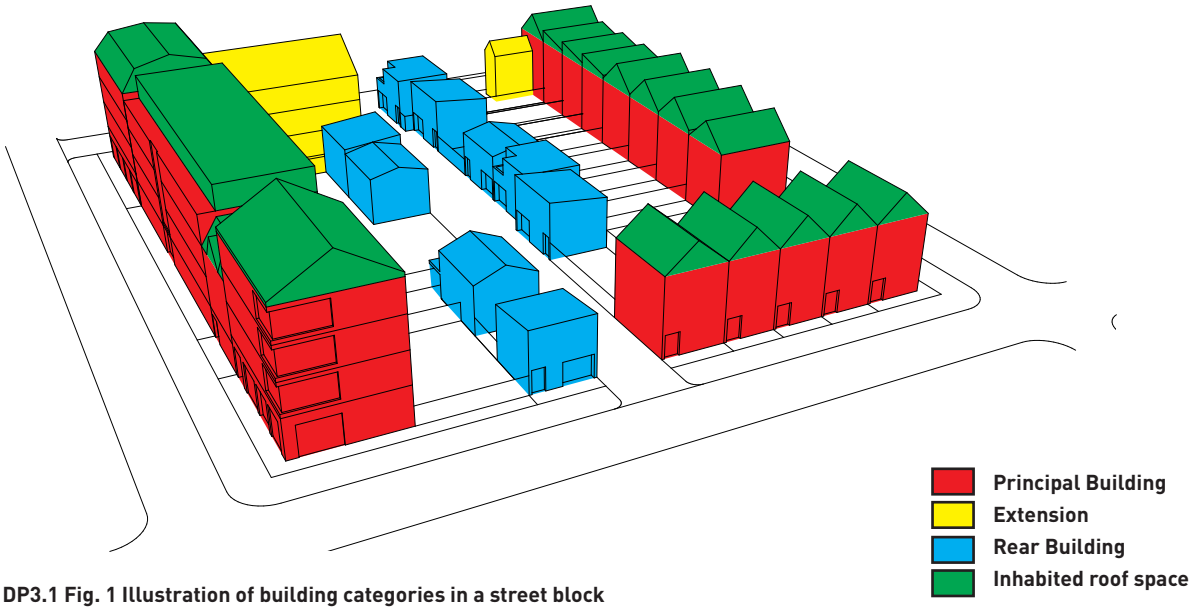
Code DP3.1 specifies permissible heights in respect to the height zone the development is located in, and other site designations. It gives specific heights for the following building categories:

- Principal building;
- Potential extension to principal building; and
- Rear Building (separate building to the rear of the principal building, that in some parts of Middlehaven Central is separately accessible from a rear service / mews lane).

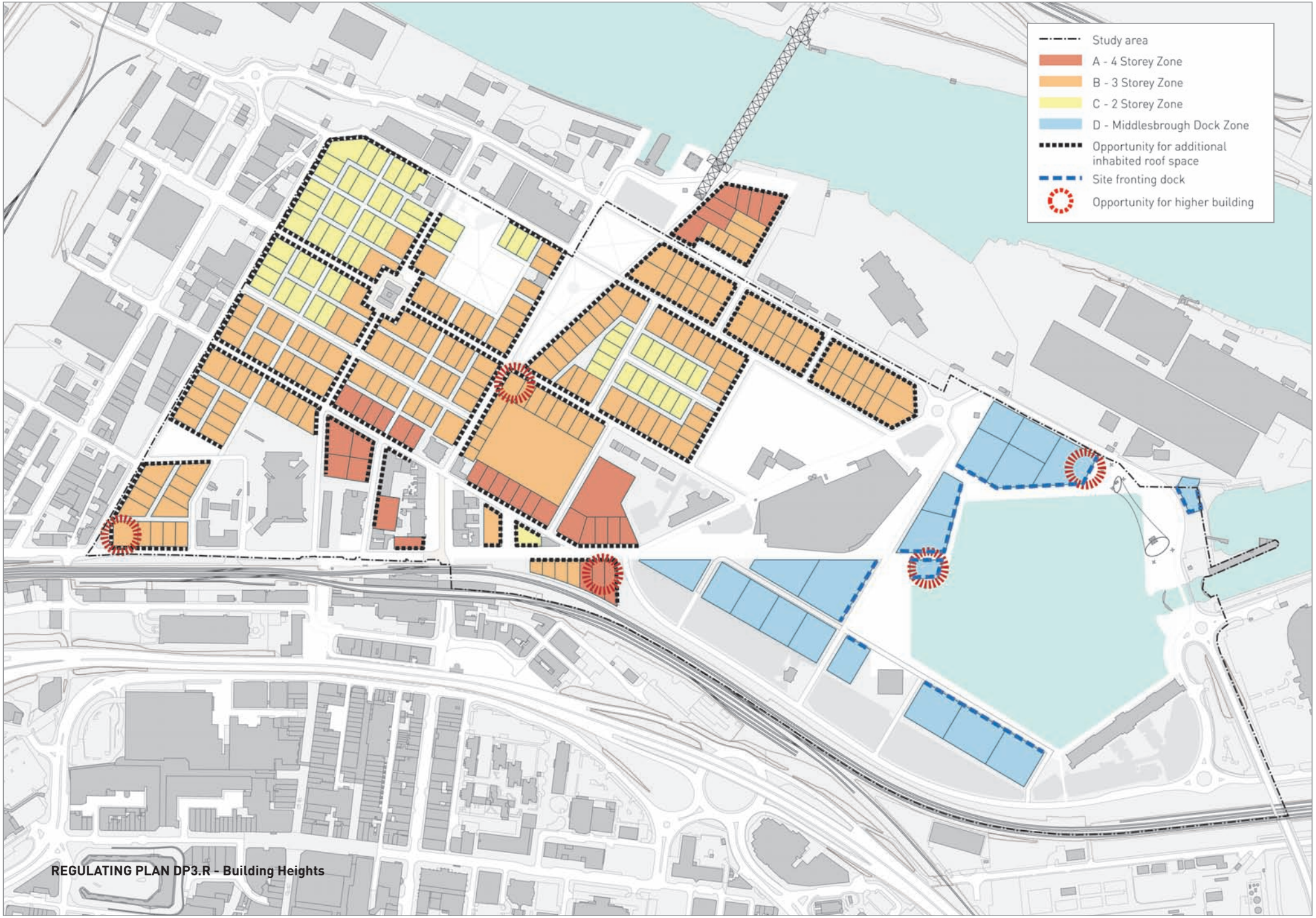
Heights are given as the maxium acceptable number of full height floors above ground level. Where indicated in the regulating Plan Dp3.R, an optional additional storey of inhabited roof space or set-back storey is acceptable at the principal building. A minimum height for the principal building is also stipulated.

In addition the code includes the following:

- **Table DP3.2** specifies requirements for inhabited roof space / set-back storeys;
- **Table DP3.3** specifies additional requirements regarding rear extensions.
- **Table DP3.4** specifies requirements for floor to ceiling heights; and
- **Table DP3.5** sets height and design criteria for higher buildings.



DP3.1 Fig. 1 Illustration of building categories in a street block



REGULATING PLAN DP3.R - Building Heights

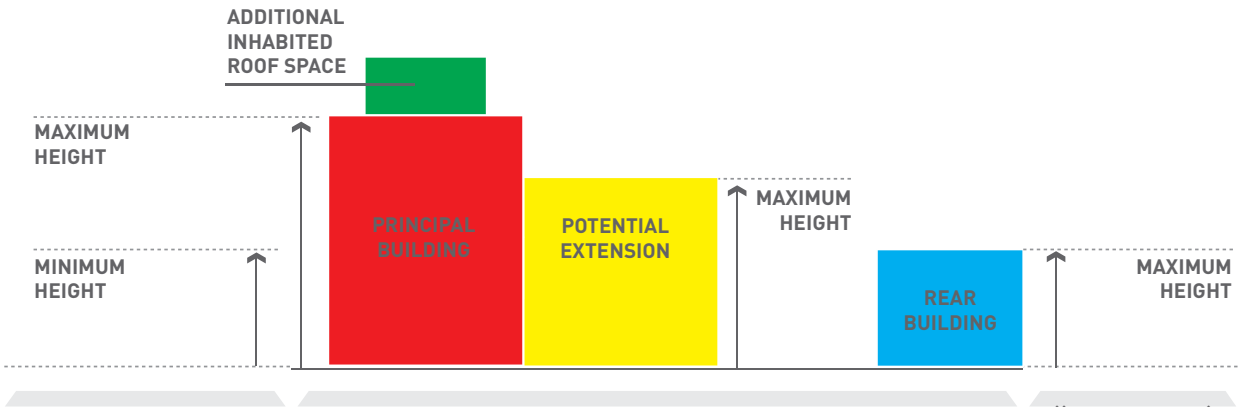
DP3.1 Acceptable Height

Height Zone	Principal building			Potential extension	Rear building
See DP3.R	Maximum number of storeys	Additional storey(s) of inhabited roof space permissible	Minimum number of storeys	Maximum number of storeys including roof space	Maximum number of storeys
Middlehaven Central					
A - 4 storey zone	4	S	2	4	2
B - 3 storey zone	3	S	2	3	2
C - 2 storey zone	3	S	2	2	2
Middlesbrough Dock					
D - Middlesbrough Dock Zone	6	max +2	3	6	6
Site fronting the dock	6	max +2	4	6	6

S yes, one storey, where indicated as opportunity for an additional set-back storey in Regulating Plan DP3.R.

Mandatory requirement:

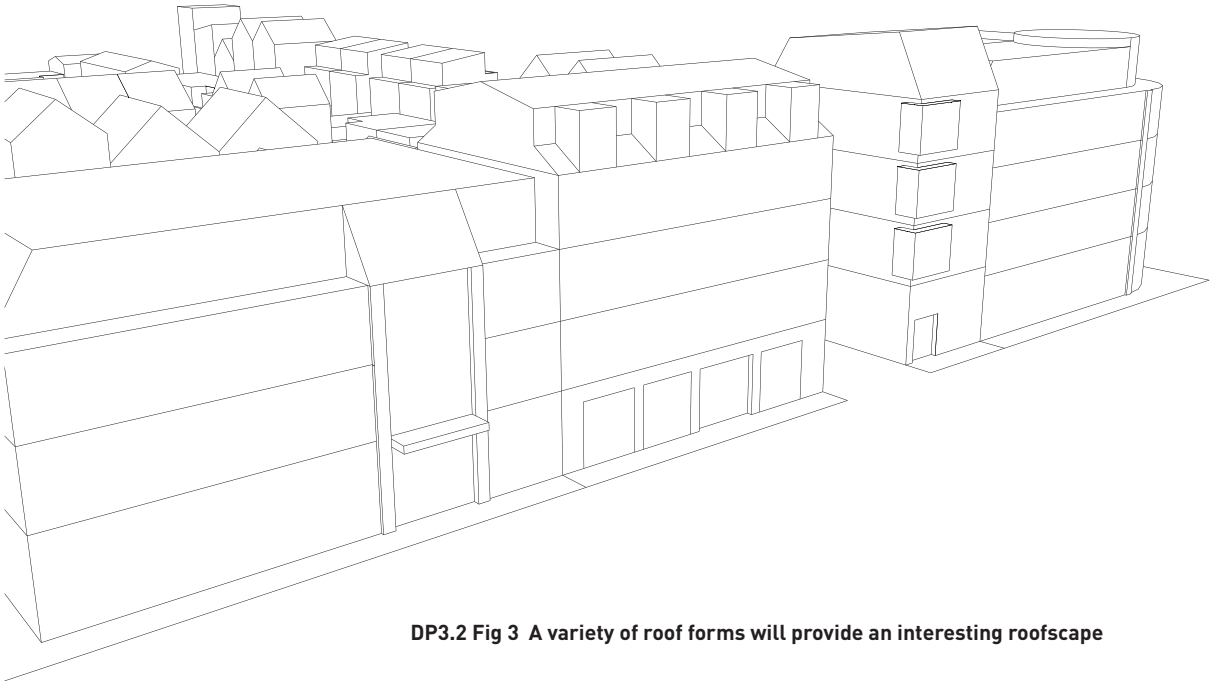
If the development is adjacent to a listed or locally listed building, the closest part of the building needs to step down to the height of the listed building;



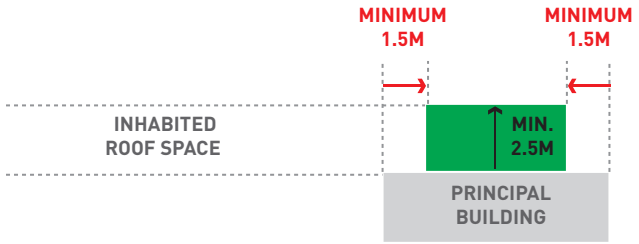
DP3.1 Fig. 2 Definition of building categories (Middlehaven Central)

DP3.2 Inhabited Roof Space / Set-back Storeys

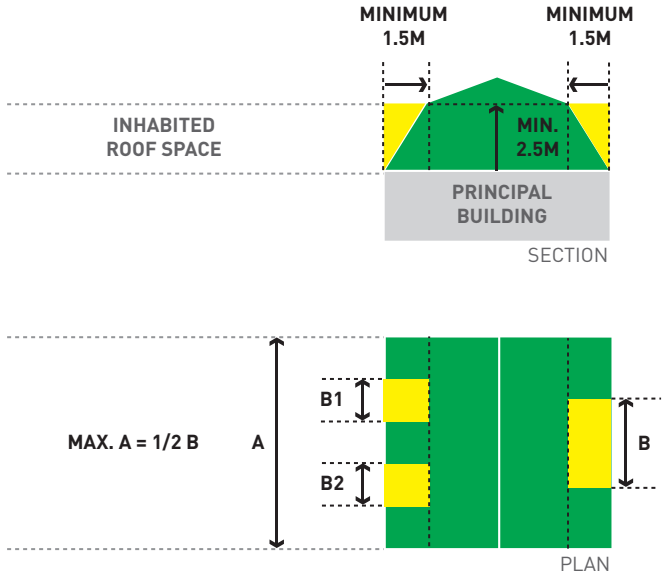
Mandatory Requirement		Justification
Set back distance	Where an additional storey of inhabited roof space is permissible as part of a set back storey or inhabited roof construction (see Regulating Plan DP3.R), the area with full floor to ceiling height (minimum 2.5m) must be set back from the front and rear elevation by a minimum of 1.5 m. (DP3.2 Fig1 and Fig 2)	To allow for additional usable space within the roof space without altering the scale of the street or significantly impacting on day lighting or street amenities.
Dormers	Dormers windows of full floor to ceiling height may protrude up to the respective front or rear elevation if the combined length of dormers is less than half of the entire length of the elevation below. (DP3.2 Fig1 and Fig 2)	To allow for useful dormer windows while ensuring the principle of a set-back.
Other design recommendations	Roof space should be designed and constructed as such that they allow the future conversion into inhabitable space if this is not planned at the outset.	To allow for the future adaptation and conversion of roof space.



DP3.2 Fig 3 A variety of roof forms will provide an interesting roofscape



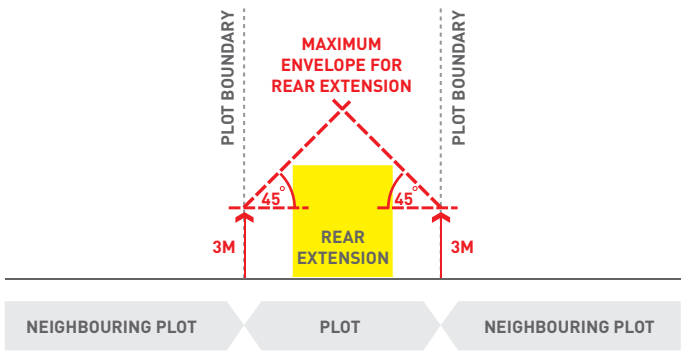
DP3.2 Fig 1 Minimum required setback or full height roof space



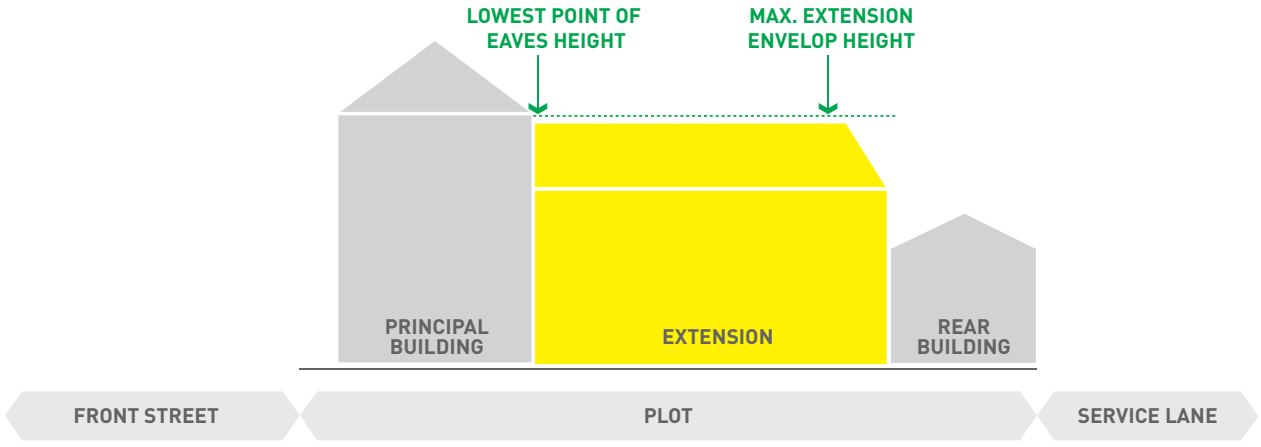
DP3.2 Fig 2 Maximum allowance for dormers

DP3.3 Rear Extension

Mandatory Requirement		Justification
Maximum Height	The height of a rear extension including roof space must not exceed the eaves line of the principal building. (DP3.3 Fig 1)	To ensure that height is concentrated along the main street frontage while buildings are kept lower to the back to minimise impact of height on the quality and amenity of gardens and courtyards.
Height in relation to plot boundary	Extensions need to stay within the envelop defined by a 45 degree plane that sits 3m above ground at the boundary line, to avoid excessive impact on neighbouring properties and their amenities. (DP3.3 Fig 2) This requirement can be waived if a scheme is brought forward jointly by neighbouring properties (such as back to back extensions).	To minimise impact of building height on neighbouring properties and their amenities.



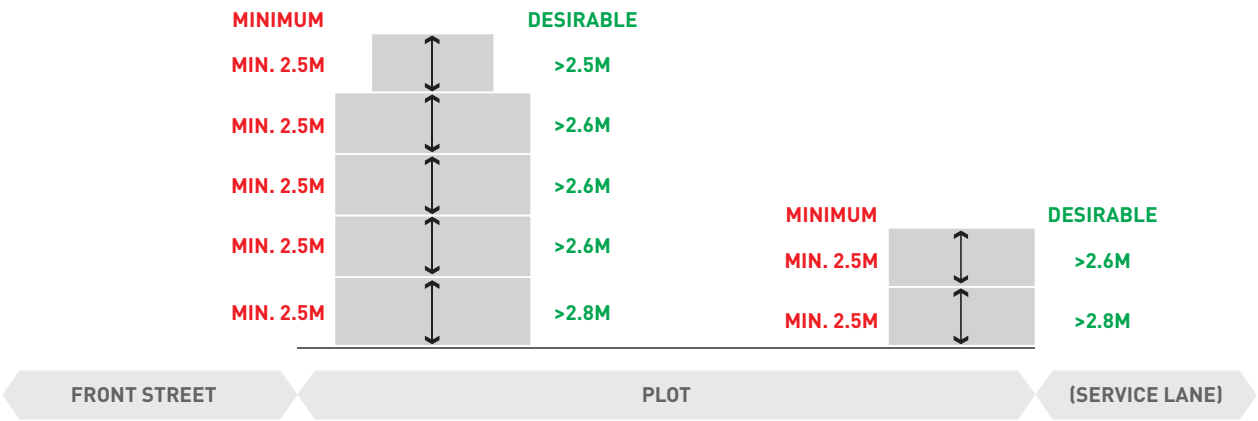
DP3.3 Fig 2 Maximum envelope for rear extension height



DP3.3 Fig 1 Maximum height of extensions

DP3.4 Floor to Ceiling Height

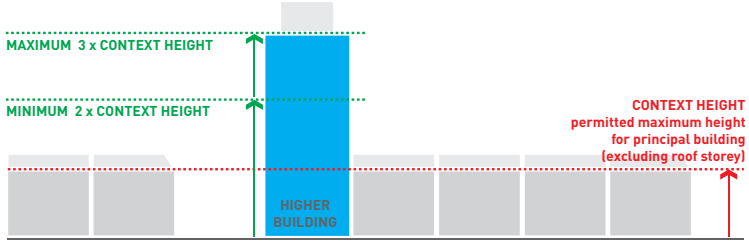
Mandatory Requirement		Justification
Required Minimum Floor to Ceiling Height	The regular floor to ceiling height must be a minimum of 2.5m. This applies throughout for the Principal Building, the Rear Building and potential Rear or Side Extensions. (DP3.4 Fig 1) Rooms with sloping ceilings should achieve the minimum ceiling height in at least 60% of the area of the room.	To ensure quality spaces within buildings that are perceived to be generous rather than cramped, and to assist daylight penetration.
Other recommendations	A minimum floor to ceiling height of 2.6m in habitable rooms and 3m in office space is considered desirable. Ground floors should have a taller ceiling height, normally above 2.8m, to allow for adaptability for different uses.	



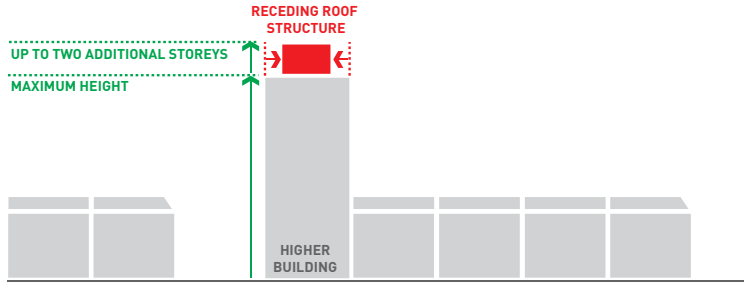
DP3.4 Fig 1 Minimum and desirable floor to ceiling height

DP3.5 Higher Buildings

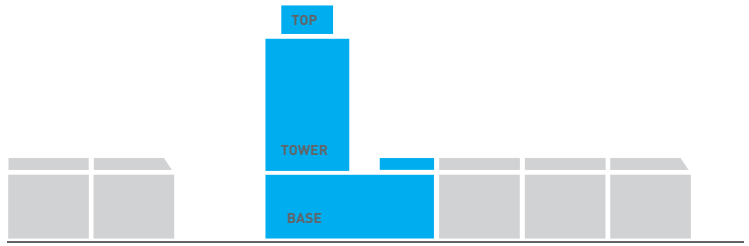
Mandatory Requirement		Justification
Location of higher buildings	Higher buildings are only permitted in locations identified in the regulating plan DP3.R as 'local landmarks'.	Opportunities for higher buildings were identified in the framework plan as local landmarks, which can emphasise vistas or mark important gateways.
Exception: Dock edge	Additional locations for higher buildings can be identified on development sites directly facing the Middlesbrough Dock at the discretion of the Middlehaven Partners.	To provide sites for higher buildings in a suitable location should there be demand and a wider economic case supporting this type of development.
Height	The height should be between 2 and 3 times the maximum permissible height in storeys for principal building in the applicable height zone, ie. in height zone 4 the permissible height will be between 8 and 12 storeys. (DP3.5 Fig 1)	To ensure height is in proportion to its context and responds to the role of the building as a local landmark.
Roof top	Up to 2 additional development storeys are permitted, set-back from the floors below or within a receding roof structure, if this provides the building with a clearly articulated top and an elegant and distinct form. (DP3.5 Fig 2)	To provide incentives that lead to good architectural design solutions and well expressed, memorable buildings.
Siting	In the Middlehaven Central area the higher building element needs to develop out of a perimeter block. (DP3.5 Fig 3) A stand-alone higher building is only acceptable in the Middlesbrough Dock area (DP3.5 Fig 4).	To ensure the building is well integrated and establishes a positive relationship with the street space and the pubic realm.
Design Quality	Building needs to be of exceptional architecture.	To be a successful landmark.



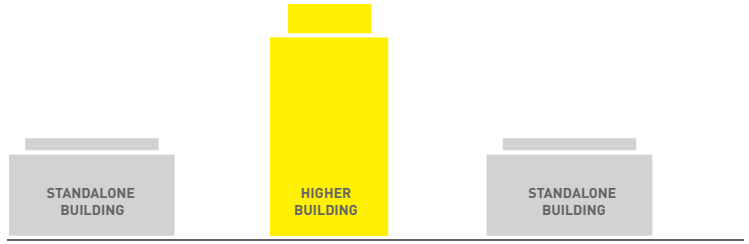
DP3.5 Fig 1 Minimum and maximum height of higher building in relation to context height



DP3.5 Fig 2 Additional storeys in receding roof structure



DP3.5 Fig 3 Middlehaven Central - higher building part of perimeter block



DP3.5 Fig 4 Middlelsbrough Dock - stand-alone higher building acceptable

DP4
Access, Servicing and Parking

This code specifies the general access and servicing arrangements for development, including location of entrances, bicycle storage, refuse and recycling areas. It also sets the maximum parking standard and additional design and access requirements for parking areas.

PURPOSE:

Its purpose is to realise a common approach to how development is accessed, and to ensure a consistent and quality relationship between development and the street space. Parking standards are used to implement a sustainable travel strategy in Middlehaven. Parking design requirements help to ensure that parking does not dominate the environment but is an integral element of the private and public realm.

ACCESS AND SERVICING

The way development is organised and orientated on a plot and in relation to the street space directly impacts on the quality, animation and overlooking of the public realm. It determines whether a street is lively and feels safe or if people are deterred from walking through.

Development in Middlehaven must orientate its main building front, with its principal entrance, onto the main access street to a plot. Some development sites in Middlehaven Central are also accessible from a service lane to the rear.

The Regulating Plan DP4.R identifies:

- The location of the principal entrance for buildings; and
- The street blocks which benefit from a rear service lane.

The regulating plan identifies the recommended alignment of service or mews lanes. Other alignments may be possible. Service or mews lanes can be private in joint ownership, or could be adopted.

Code DP4.1 sets out specific access and servicing requirements for development, including the location of entrances, bicycle storage, refuse and recycling areas.

PARKING

The Development Framework approach to car parking is to promote urban car parking standards for on-plot provision while offering extra parking on a contractual basis for additional development needs. The purpose is to ensure that parking does not dominate the environment but is an integral element of the private and public realm, while providing adequate provision for occupants particularly during the intitial phases of development when parking demand is higher.

The Development Framework promotes a flexible parking strategy, which rests on three principles:

- Establishment of a controlled parking zone throughout Middlehaven;
- Maximum parking standards for on-plot parking; and
- Discretionary permit or contract scheme to provide additional parking above maximum standards for businesses as incentive to locate in Middlehaven.

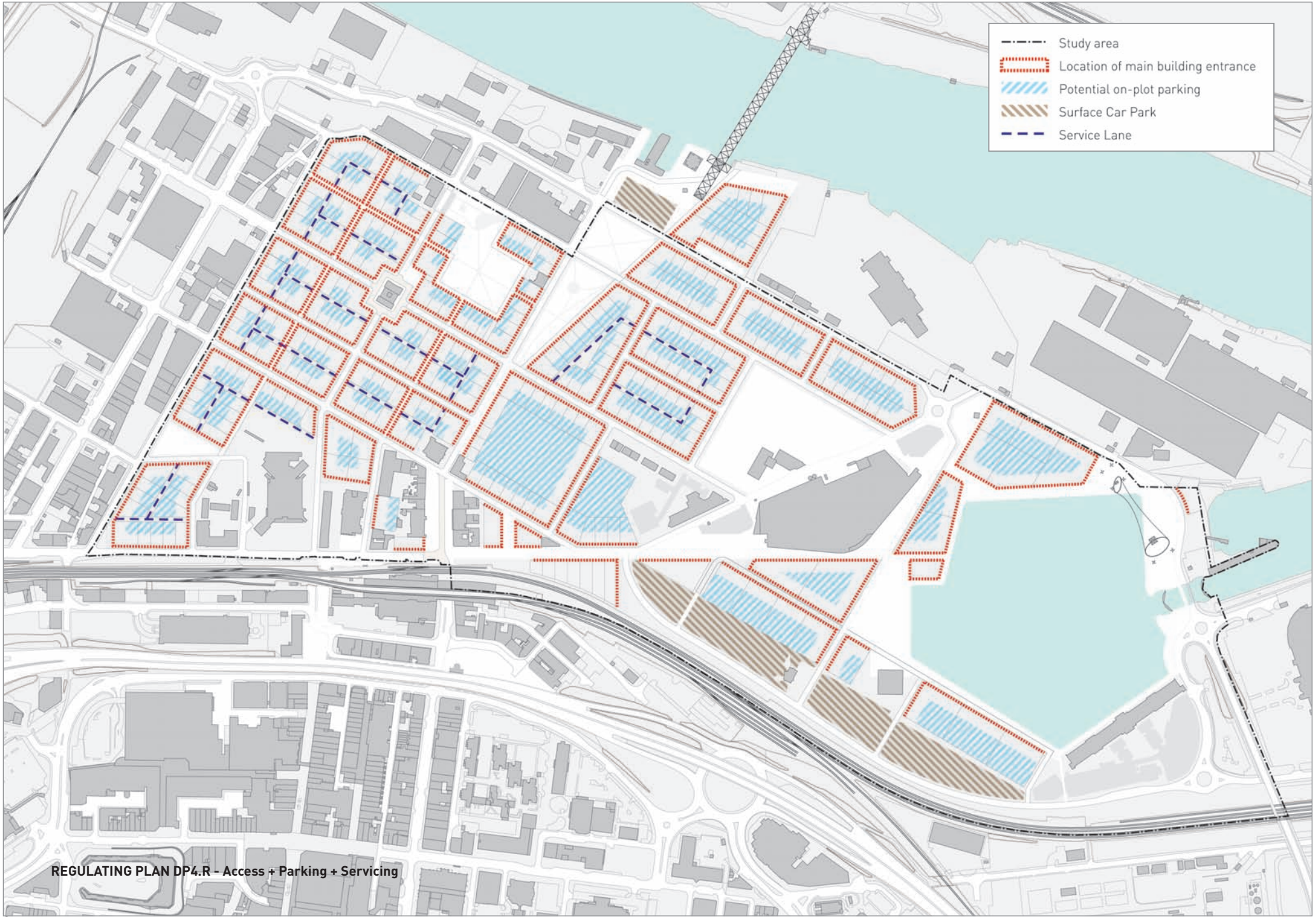
Permits would be negotiated between developers/ occupiers and the council. Any contract or business permit agreement would be subject to an expiry date, to ensure understanding that this is not a permanent arrangement. Additional parking would be allowable through:

- On-street provision controlled by permit; and/or
- Contract parking in Council run/regulated off-street car parks within the area.

Code DP4.2 provides parking standards for both Middlehaven Central and Middlesbrough Dock.

On-plot parking should generally be arranged to avoid visually dominating the street scene or preventing the establishment of active ground floor uses with direct visual connection and access from the street. On-plot parking can take the form of surface car parks, car ports, garages, undercroft or other structured solutions. Parking should be generally be located to the rear of the principal building, and accessed either by a rear service land (where available) or joint access from the front joint between neighbouring properties.

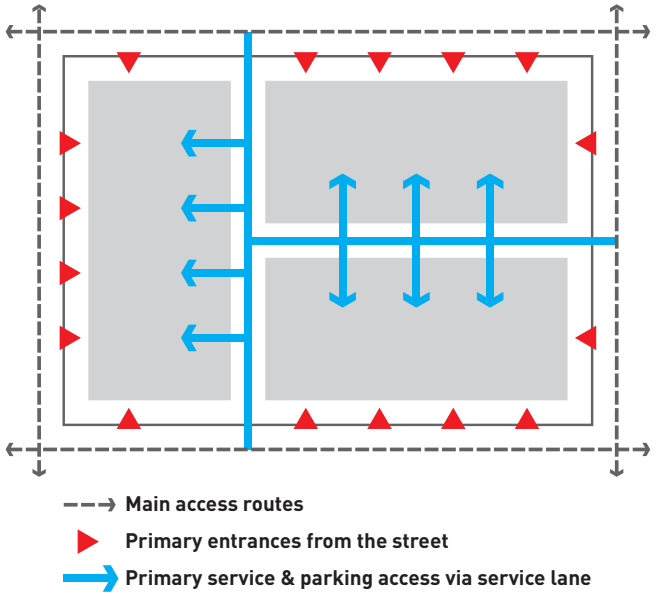
Code DP4.3 provides parking design and access requirements.



REGULATING PLAN DP4.R - Access + Parking + Servicing

DP4.1 Access and Servicing

Mandatory Requirements		Justification
Vehicular access	Where a service lane bounds the rear or side of a property, vehicular access to on-plot parking and on-plot servicing areas must be from this service lane. (DP4.1 Fig 1)	To maximise active development frontage along the street that can provide overlooking and animation to the street, and to prevent over-run of pavements by access ways into on-plot car parks or servicing areas and to ensure continuity of the footway.
	In the absence of a rear service lane vehicular access to on plot parking and servicing areas can be realised by driveways to the side of the building from the main street. In these cases neighbouring properties must share driveways.	To limit the number of footway crossovers and avoid harming the landscaping within the street.
Pedestrian access & entrances	The main pedestrian access to primary buildings must be from pavements at the front of the street block as indicated in the Regulating Plan DP4.R. (DP4.1 Fig 1)	To help providing footfall and animation to the street.
	The main entrance to buildings must be visible from the public realm and clearly identified.	To provide a legible front door to buildings.
	Entrances to buildings should comply with LifeTime Homes standards (Criterion 2, 3, 4).	To provide inclusive access.
Cycling	Dedicated cycle storage must be provided for both residential and commercial development.	Safe storage at home and at work can provide an incentive for people to use the bicycle to move around.
	Residential developments must provide at least 1 cycle space per 1 or 2 bedroom dwelling or 2 spaces per 3 or more bedroom dwelling.	To provide sufficient bicycle spaces for residents.
Refuse & Recycling areas	Refuse and recycling areas must be provided in easy reach for service personal from either the front of the building or the rear service lane integrated in the building or the space between the building elevation and the back of footway.	To promote a coherent and efficient approach to servicing.
Discretionary Requirements		
Pedestrian	Secondary entrances to the main building and front door access to mews development should be realised from the service lane at the rear of the block, where applicable.	To promote footfall to service / mews lanes.
Cycling	Cycle storage should be provided in individual or communal storage areas that are secure, sheltered and adequately lit, with convenient access to the street (front or service street).	To provide for a convenient use of cycle storage facilities.



DP4.1 Fig 1 Normal street block with principal access routes and front entrances

DP4.2 Parking Standards

MIDDLEHAVEN CENTRAL

Land Use	Car Parking (max. standard)	
Residential (Use Class C3)	1-2 beds	1 space per dwelling plus 1 space per 4 dwellings for visitors.
	3-beds +	1.5 spaces per dwelling plus 1 space per 4 dwellings for visitors.
Commercial (Use Classes B1, A2 etc.)	1 space per 55m2 GFA	
Retail (Use Class A1)	1 space per 30m2 GFA	
Hotel (Use Class C1)	1 space per 2 bedrooms	
Public Facilities (Use Class D1)	1 space per 35m2 GFA	
Leisure (Use Class D2)	1 space per 35m2 GFA	

Notes:

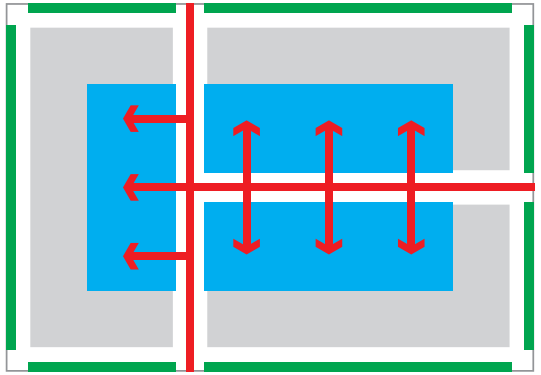
1. GFA = Gross Floor Area
2. All other Use Classes refer to adopted Council standards

MIDDLESBROUGH DOCK

Land Use	Car Parking (max. standard)
Residential (Use Class C3)	TBC
	TBC
Commercial (Use Classes B1, A2 etc.)	TBC
Retail (Use Class A1)	TBC
Hotel (Use Class C1)	TBC
Public Facilities (Use Class D1)	TBC
Leisure (Use Class D2)	TBC

DP4.3 Parking Design and Access Requirements

Mandatory Requirements		Justification
Parking Access	Where a service lane bounds the rear or side of a property, vehicular access to on-plot parking and on-plot servicing areas must be from this service lane. (DP4.R)	To maximise the active development frontage along the street that can provide overlooking and animation to the street, and to prevent over-run of the pavements by access ways into on-plot car parks or servicing areas, so as to provide continuity of the footway.
	In the absence of a rear service lane vehicular access to on-plot parking and servicing areas can be realised by driveways to the side of the building from the main street. In these cases neighbouring properties must share driveways to limit the number of footway crossovers and avoid harming the landscaping within the street. (DP4.R)	To limit the number of footway crossovers and avoid harming the landscaping within the street.
On-plot surface parking	Surface parking must not impact on the quality and appearance of the street space and should be generally accommodated to the rear of the main building. (DPR4.R, DP4.3 Fig 1) Landscaping and tree planting should be used to minimise the visual impact of surface car parks.	To limit visual domination of surface car parking when seen from the street or from buildings.
Undercroft / structured parking solutions	Undercroft or other structured parking solutions are not permitted at ground floor level at the front of the development, except where they form part of a half-basement with the ground floor level being no more than 1m above footway level, and parking is appropriately screened. (DP4.3 Fig.2) Access to car parking beneath decks must be secured and accessible by eligible residents and building users only.	To ensure a quality interface of buildings with the street space and allow the establishment of active ground floor uses with direct visual connection and access from the street.

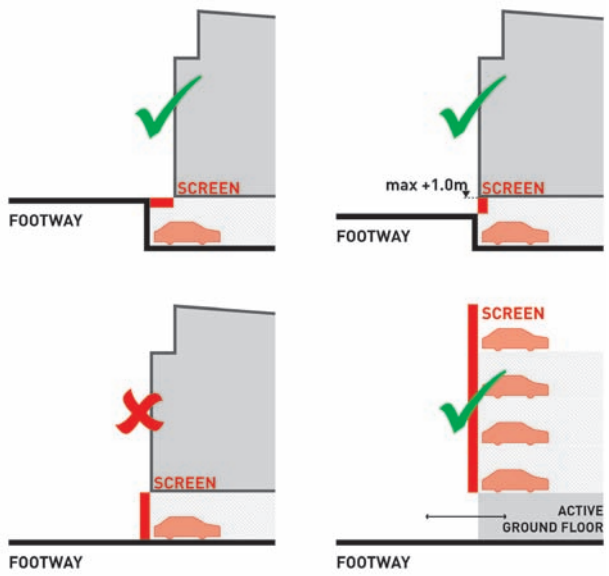


On-street visitor parking

Access to on-plot parking

Principal on-plot parking areas

DP4.3 Fig 1 Street block with principal parking access and location (Middlehaven Central)

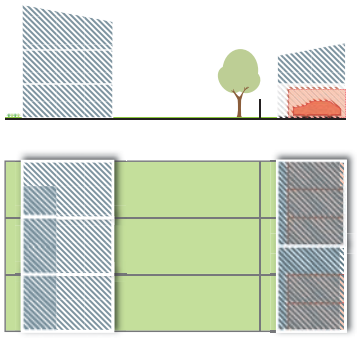


DP4.3 Fig 2 Appropriateness of structured parking solutions

Illustrative On-plot Car Parking Arrangements

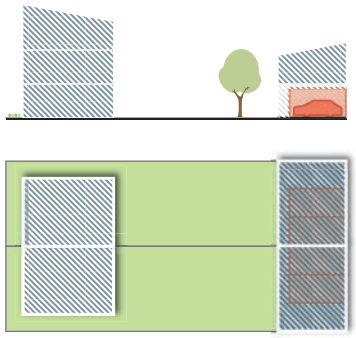
DP4.3 Fig. 3
Examples of how on-plot parking can be accommodated on one or two lots (15x30m or 30x30m respectively) with access from a rear service lane.

1 Lot – Residential



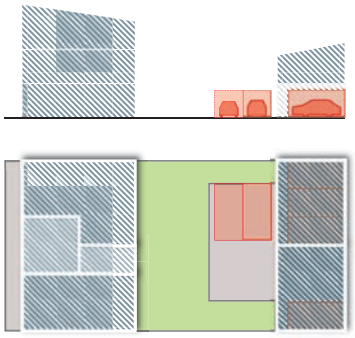
3 Town Houses
2 Studios
5 Spaces

1 Lot – Residential



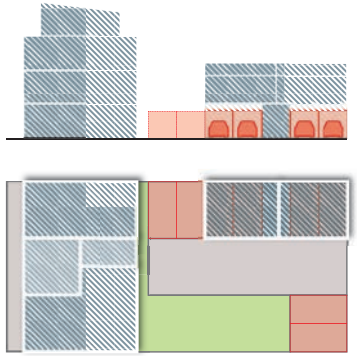
2 Semi-detached Houses
2 Studios
4 Spaces

1 Lot – Residential



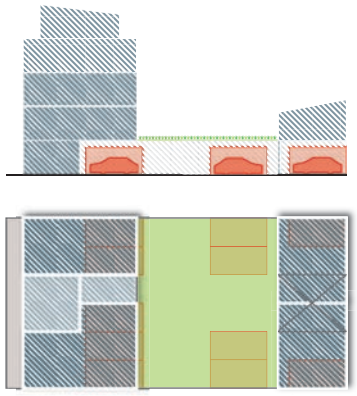
6 Apartments
2 Studios
6 Spaces

1 Lot – Residential



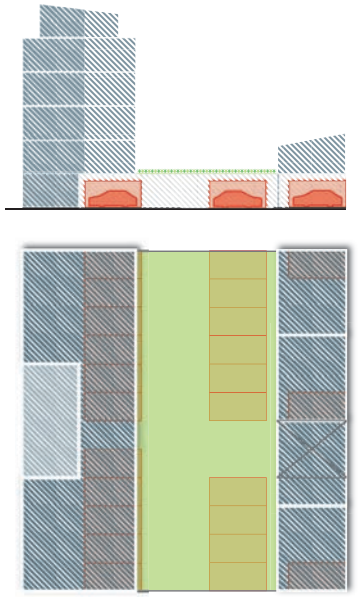
8 Apartments
2 Studios
8 Spaces

1 Lot – Residential with parking deck



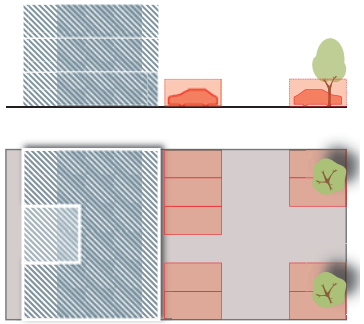
8 Apartments
2 Mews Houses
11 Spaces

2 Lots – Residential with parking deck



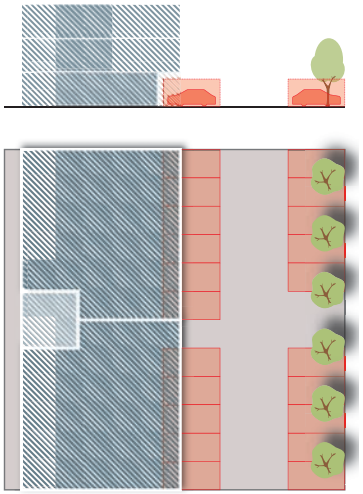
20 Apartments
4 Mews Houses
24 Spaces

1 Lot – Commercial



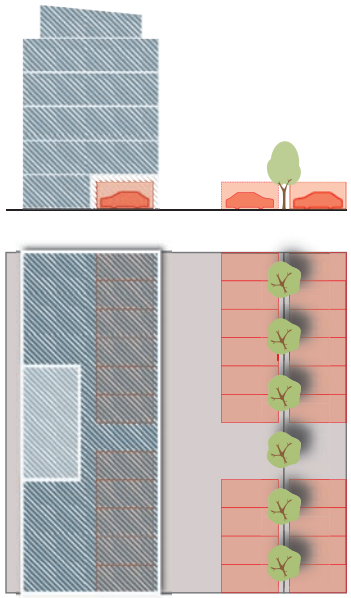
500 sqm offices
9 Spaces

2 Lots – Commercial



1,155 sqm offices
21 Spaces

2 Lots – Commercial, part undercroft



1,700 sqm offices
31 Spaces

DP5
Frontage and Building Line

This code specifies where the principal front of a building must be in relation to the plot boundary. It also sets out regulations for set-backs, projections, extensions and balconies.

PURPOSE:

The purpose of these codes is to ensure a coherent response and continuitiy to the street space, to contribute to the specific character of streets, and ensure streets and spaces have good levels of natural surveillance.

i

HOW TO USE THIS CODE

1. Identify the applicable Frontage Type in Regulating Plan DP5.
2. Refer to respective codes DP5.1-DP5.5 to identify location of building line, acceptable development form, response to corners and requirements for projections, set backs and insets.

General Approach

This code specifies the location of the principal street elevation of a building in relation to the plot boundary. Adhering to a coherent building line will

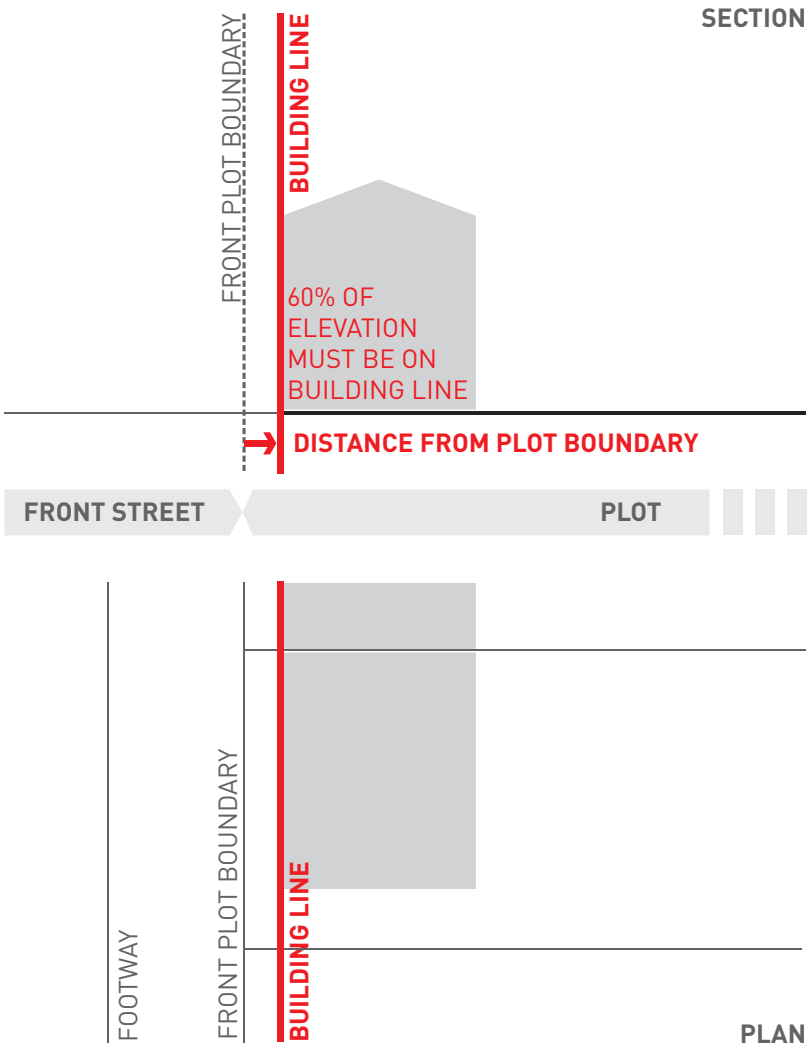
- Provide continuity along streets;
- Maintain a clearly defined edge to the street or space;
- Ensure development contributes to a coherent character of the street; and
- Avoid visual fragmentation of the street by excessive variation in the position of buildings relative to each other and the street.

The Regulating Plan DP5.R identifies five different frontage types in Middlehaven. Each frontage type has its specific requirements. These are set out in Code DP5.1 to Code DP5.5.

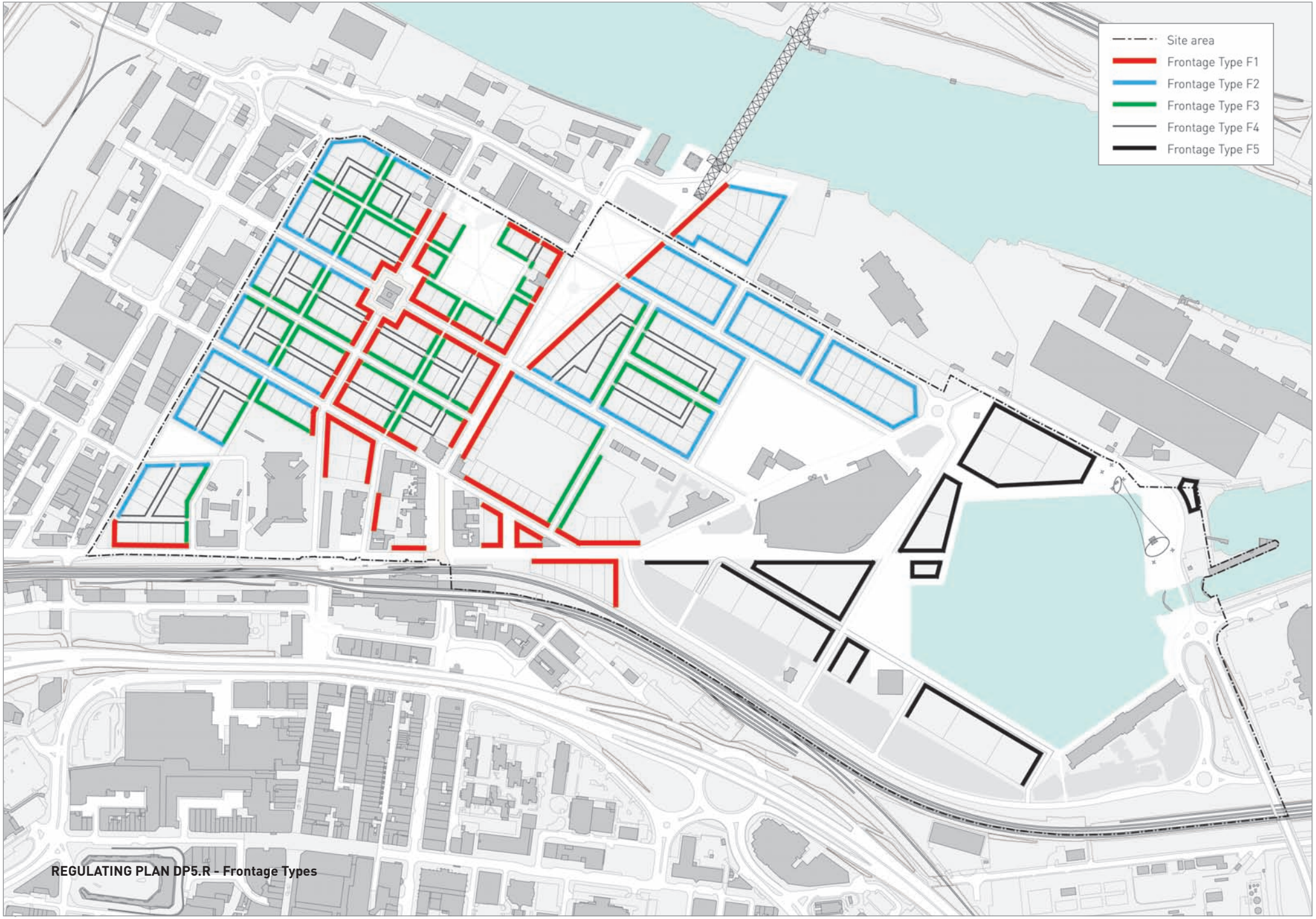
The building line is set back parallel from the plot boundary, normally the back of footway or the edge of the service lane. The set back distance is defined in relation to the applicable street type. The majority of the principle elevation (> 60%) will need to be built above the building line (DP5 Fig 1).

The remainder of the front elevation can comprise of projections, set-backs or insets from this line as long as they stay within the confines of the plot and are within the parameters defined by the applicable code.

Codes also specify the relation between neighbouring buildings, whether they must join up to a continuous terraced development or if they can be detached or semi-detached.



DP5 Fig 1 Definition of Building Line



REGULATING PLAN DP5.R - Frontage Types

Examples of Frontage Types

Frontage Type F1

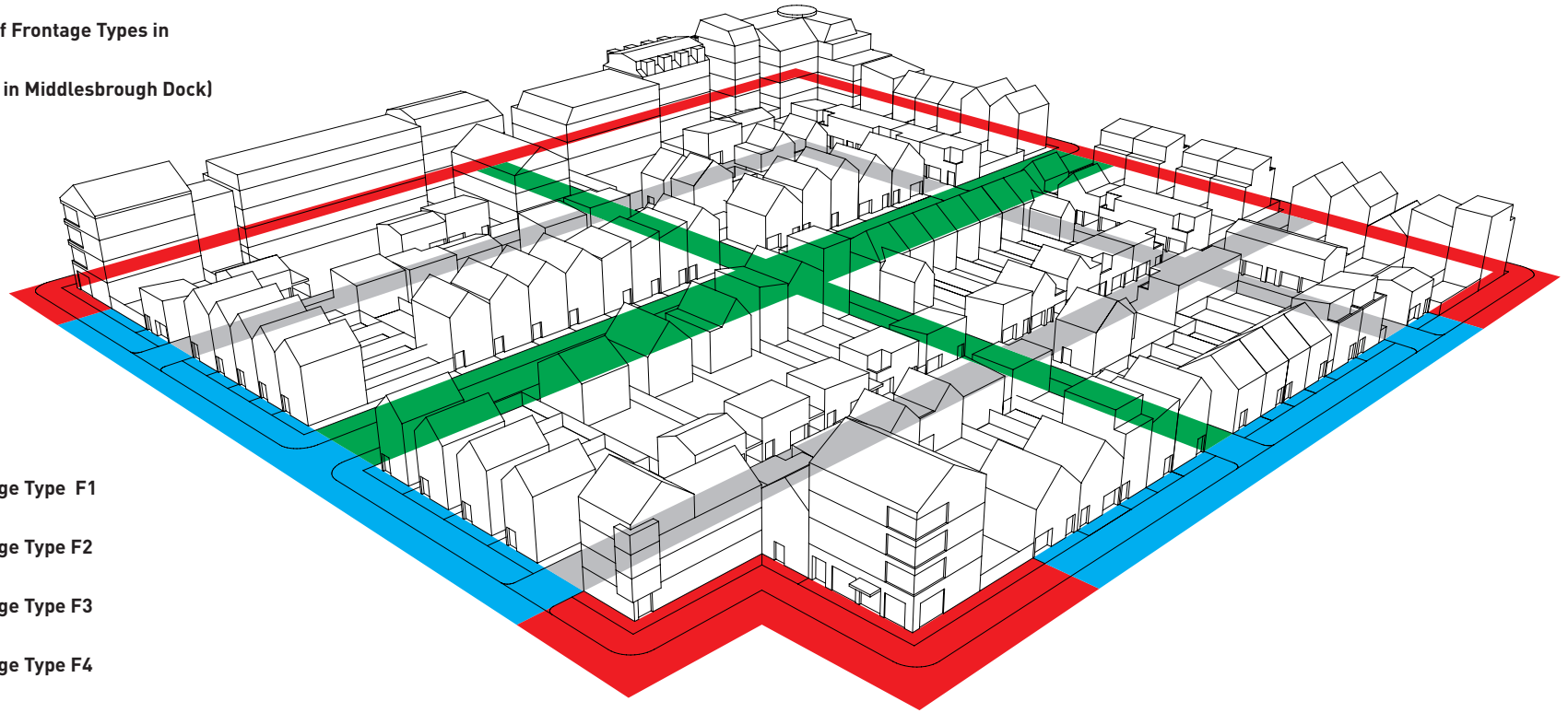
Frontage Type F2

Frontage Type F3

Frontage Type F4

Frontage Type F5

DP5 Fig 1 Illustration of Frontage Types in Middlehaven Central
(Frontage Type F5 only in Middlesbrough Dock)

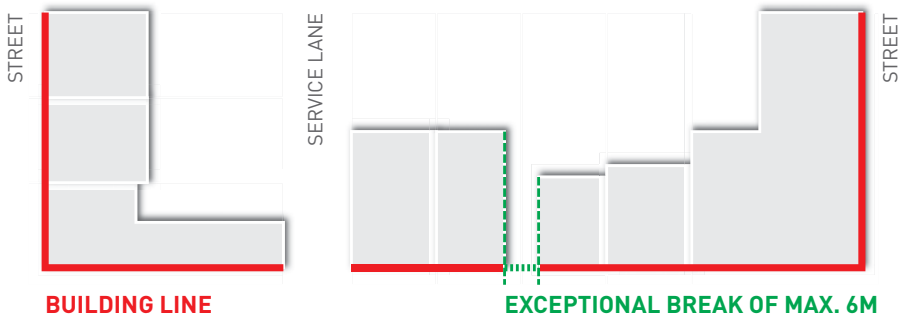


DP5.1 Frontage Type F1

This frontage type can be found along urban streets in Middlehaven Central which receive significant footfall and require good enclosure and a continuous of frontage. The prevailing development form are terraces. Neighbouring buildings are expected to join up at the party wall.

Mandatory Requirements	
Building line	Fixed. 1.5m set back from the plot boundary to the front (back of footway).
Development form	Terraced buildings.
Breaks in continuity of frontage	Exceptional. Only permitted where no rear service lane is provided. The gap between side elevations should be no more than 3m.
Street corners	Building to turn corner. Frontages to be unbroken along both building lines for the entire length of plot boundary.
Projections	Up to 1.5m if no more than one storey or balcony. Otherwise max 0.8m from building line.
Set-backs	Maximum 1.5m from building line.
Insets (single storey)	Maximum 3m from building line.

DP5.1 Fig 1 Frontage Type F1 - Building Line Diagram

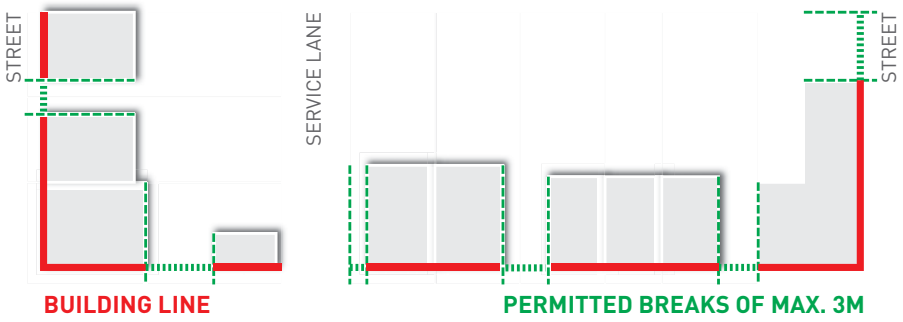


DP5.2 Frontage Type F2

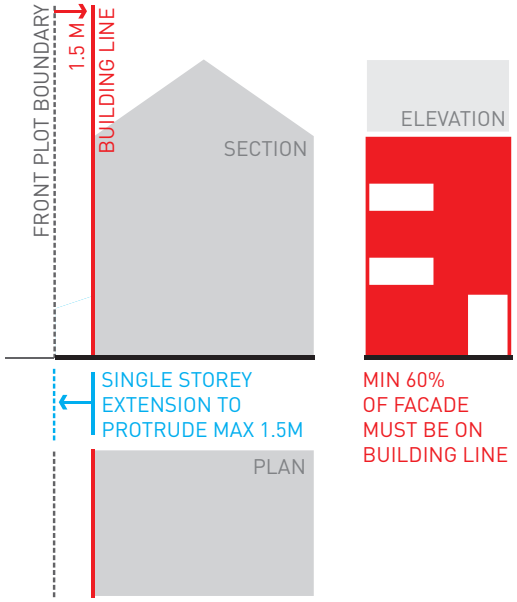
This frontage type can be found in other main streets in Middlehaven Central. While promoting terraced development it also allows for semi-detached conditions between buildings. This provides for a greater choice of building typologies and its intermittent building line allows occasional glimpses into the block interior, while providing continuity of the frontage and sufficient enclosure to street.

Mandatory Requirements	
Building line	Fixed. 1.5m set back from back of footway (front plot boundary).
Development form	Terraced and semi-detached buildings.
Breaks in continuity of frontage	Permitted up to maximum of 6m between side elevations.
Street corners	Building to turn corner. Development to be continuous on both building lines with breaks not exceeding 6m.
Projections	Up to 1.5m if no more than one storey or balcony. Otherwise max. 0.8m from building line.
Set-backs	Maximum 1.5 m from building line.
Insets (single storey)	Maximum 3 m from building line.

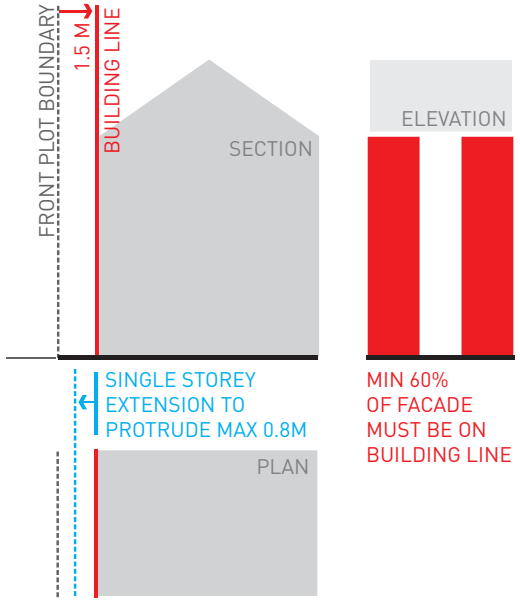
DP5.2 Fig 1 Frontage Type F2 - Building Line Diagram



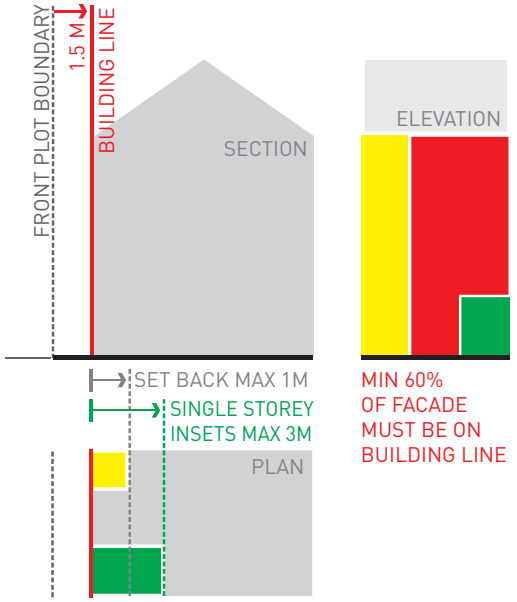
DP5.1/2 Fig 2 Frontage Type F1, F2 - Single storey extensions and balconies



DP5.1/2 Fig 3 Frontage Type F1, F2 - Multi storey projections



DP5.1/2 Fig 4 Frontage Type F1, F2 - Single storey insets and multi-storey set backs

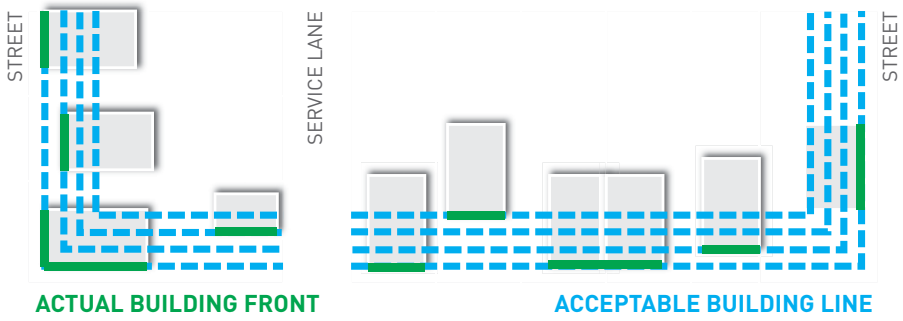


DP5.3 Frontage Type F3

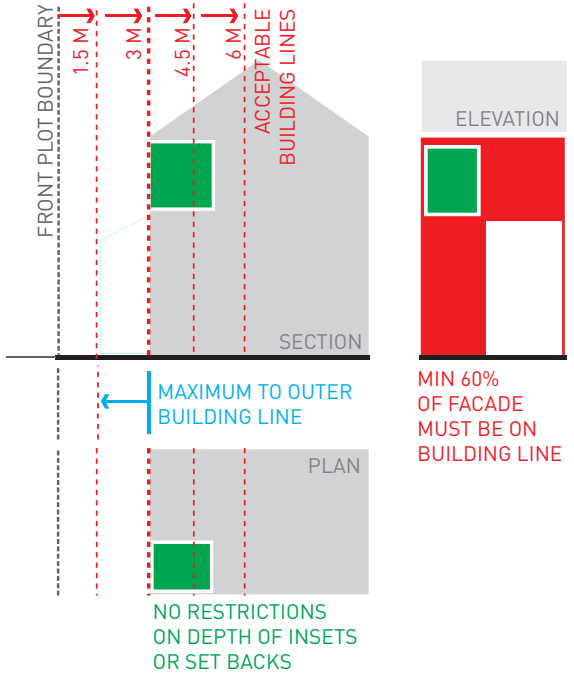
This frontage type can be found in Middlehaven Central mainly in streets that pass through the interior of superblocks. It provides greater flexibility in terms of building types, and permits detached buildings. It also offers flexibly in the position of the building line in relation to the front plot boundary. The aim is to promote a green interface with private front gardens facing the street and the generation of a more informal and green character within the centre of superblocks.

Mandatory Requirements	
Building line	Flexible location within the following parameters. Building line can be at either 1.5m, 3m, 4.5m or maximum 6m offset from the front plot boundary.
Development form	Terraced, semi-detached and detached buildings.
Breaks in continuity of frontage	Permitted.
Street corners	No specific requirement.
Projections	Permitted up to minimum building line (1.5m from property line).
Set-backs or insets	Permitted – no restrictions.

DP5.3 Fig 1 Frontage Type F3 - Building Line Diagram



DP5.3 Fig 2 Frontage Type F3 - Projections, extensions insets and set backs

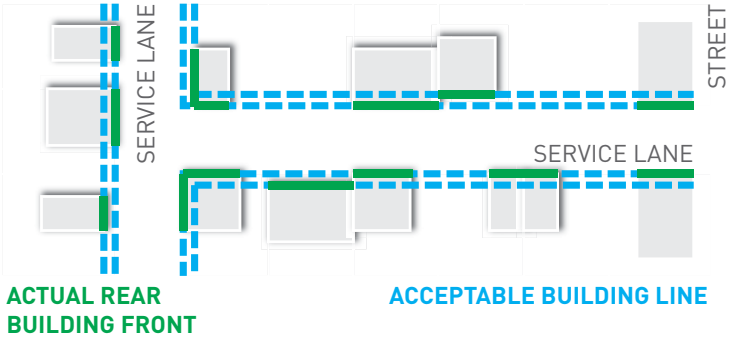


DP5.4 Frontage Type F4

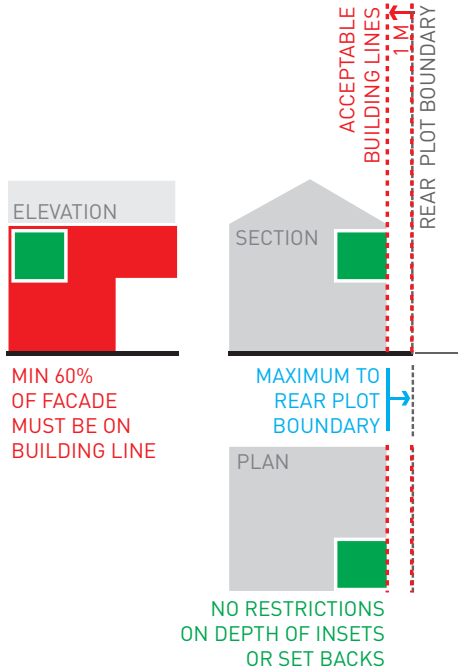
This frontage type is applicable in rear or service lanes in Middlehaven Central. The aim here is to provide consistency of definition and containment to the street space, while leaving flexibility for different solutions.

Mandatory Requirements	
Building line	Flexible location within the following parameters.
	Building line can be selected at either the rear plot boundary, or 0.5m or 1m offset from the rear plot boundary.
	Default location should be the rear plot boundary.
Development form	Terraced, semi-detached and detached buildings.
Breaks in continuity of frontage	Permitted, see also Code DP6.
Service lane corners	Building to turn corner.
Projections	Permitted within confines of plot.
Set-backs or insets	Permitted.

DP5.4 Fig 1 Frontage Type F4 - Building Line Diagram



DP5.4 Fig 2 Frontage Type F4 - Projections and extensions (rear building)

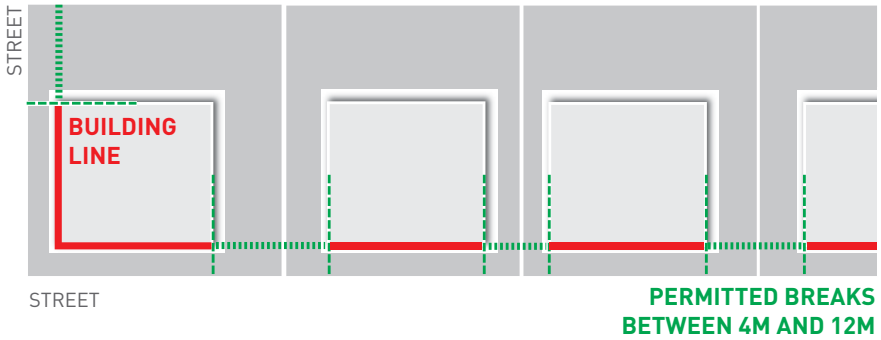


DP5.5 Frontage Type F5

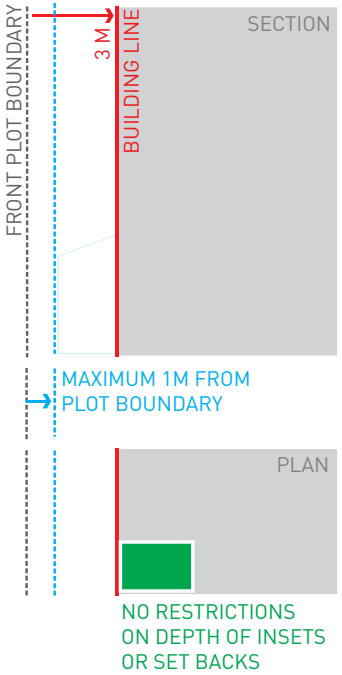
This frontage type is applicable in the Middlesbrough Dock area. This area has a campus style character with green street margins. Buildings are detached, yet follow a consistent building line and provide clear definition and containment to the public realm.

Mandatory Requirements	
Building line	Fixed. 3m set back from the plot boundary in the front (back of footway).
Development form	Detached, stand-alone buildings.
Breaks in continuity of frontage	Permitted. Normally between 4 and maximum 12m.
Street corners	Building to turn corner.
Projections	Permitted up to max1.0m offset from plot boundary. (DP5.5 Fig 2)
Set-backs or insets	Permitted – no restrictions

DP5.5 Fig 1 Frontage Type F5 - Building Line Diagram



DP5.4 Fig 2 Frontage Type F5 - Projections and extensions (rear building)



DP6
Relationship with Neighbouring Plots

This code regulates how buildings sit in relation to their neighbours and adjacent buildings.

PURPOSE:

The purpose is to ensure that neighbouring buildings, which might be brought forward by different developers and at different times, have an appropriate relation with each other and the street space.

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HOW TO USE THIS CODE

Principal Building

1 Identify the possible choices for your plot regarding its relationship to neighbouring buildings. These are set in Design Code DP5, with reference to applicable Frontage Type defined in Regulating Plan DP5.R.

2 If only a single relationship (i.e. terraced) is allowed refer to the respective code for detached (DP6.1) or party wall (DP6.2) condition.

3 If multiple choices are permitted, review if the relation to your neighbouring property is defined though a land disposal or planning condition or any other agreement. If so, refer to respective codes.

4 If not, check if the neighbouring plot has already been developed or has planning permission. If so, its relation with the boundary sets the precedent for your development. If the existing or permitted neighbouring development sits away from the plot boundary refer to Code DP6.1 (detached condition), or, if the existing or permitted neighbouring development builds up to the plot boundary refer to Code DP6.2 (party wall condition);

5 If the neighbouring plot has not yet been developed and is neither covered by an extant permission your development can determine the relationship with the plot boundary, subject to codes DP6.1 or DP6.2. Refer to either the party wall condition or the detached condition.

6 In any case consultation with the neighbouring property owner should be undertaken to inform of proposals and coordinate the relation of development at the plot boundary.

Side or Rear Extension

Refer to Code DP6.3

Rear Building

If you are planning a rear building at a service lane in Middlehaven Central, refer to Code DP6.4

General Approach

The Middlehaven Framework stipulates a fine grain plot pattern where a multitude of developments can come forward in an incremental way and independent from each other.

This code sets the rules that regulate how development needs to respond to its plot boundary and its neighbours. The code aims to ensure that buildings jointly contribute to a coherent street and that neighbouring properties have a good relationship to one another.

Code DP6 and associated building line requirements identify how buildings can or must relate to each other. This includes:

- Buildings joining up at the plot boundary with a party wall (terraced);
- Semi-detached condition (joining up on one side, while detached on the other); or
- Detached condition (standalone buildings).

There are many streets where the framework leaves flexibility as to which relationships neighbouring properties should establish. In those areas the relationship between neighbouring buildings might be prescribed as a condition at the point of land disposal, through negotiations between neighbouring parties, or through the precedent set by earlier development (built or permitted) which prescribes the response by its neighbour.

This provides flexibility, while ensuring an appropriate and controlled relationship between neighbouring properties and an adequate protection of their amenities.

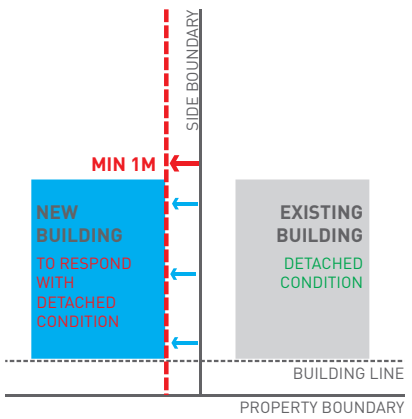
Other relationships than set in this code may be negotiated between adjoining properties and brought forward as a joint application.

The following codes provide requirements for the following situations:

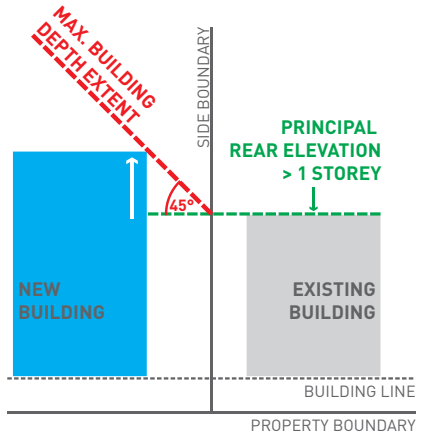
- Code DP6.1 Detached Condition;
- Code DP6.2 Party Wall Condition;
- Code DP6.3 Side or Rear Extensions; and
- Code DP6.4 Rear Buildings (facing a service lane).

DP6.1 Detached condition

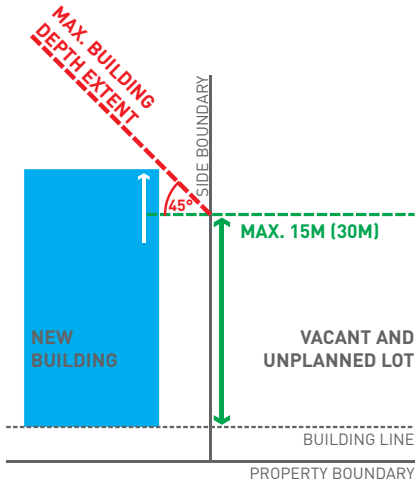
Mandatory Requirements		Justification
General Requirement	Where an existing (or permitted) principal building is situated away from the plot boundary, a building on the adjoining property will also need to sit away from the plot boundary by a minimum of 1m in Middlehaven Central and a minimum of 3m in the Middlesbrough Dock area. (DP6.1 Fig 1)	To ensure neighbouring buildings respond equally to the detached condition.
Building Depth	The maximum depth of the principal building is determined by a line that marks the maximum building extent. This line is established by a 45 degree line from the plot boundary. The starting point of this line at the plot boundary is either: - established relative to the rear elevation of the principal building (existing or permitted) on the neighbouring plot (DP6.1 Fig2); or - if the neighbouring site is undeveloped, set as 15m in Middlehaven Central, or 30m in the Middlesbrough Dock area offset from the building line at the front. (DP6.1 Fig 3)	To limit the impact a new building can have on the amenity of current or future neighbours in terms of day lighting, overshadowing and overlooking.
Exceptions	The above requirements can be waived if a scheme is brought forward jointly by neighbouring properties and mitigates impacts on both properties and their amenities.	To allow for other design solutions.



DP6.1 Fig 1 Respond to detached condition



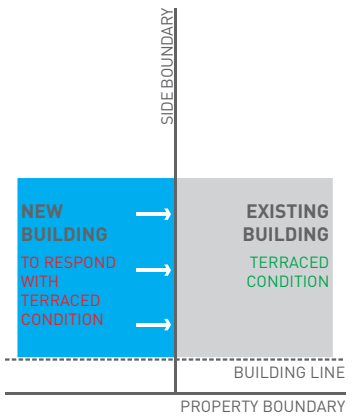
DP6.1 Fig 2 Maximum building depth related to neighbour



DP6.1 Fig 3 Maximum unrelated building depth

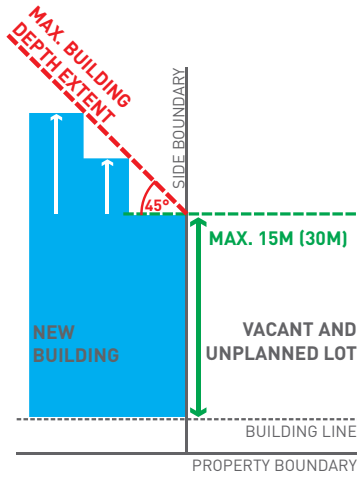
DP6.2 Party-wall condition

Mandatory Requirements		Justification
General Requirement	Where an existing (or permitted) principal building is situated on the plot boundary, a building on the adjoining property will need to join up to this building with a party wall. (DP6.2 Fig 1)	To ensure neighbouring buildings respond equally to the party wall condition.
Building Depth	The maximum depth of the principal building is determined by a line that marks the maximum building extent. This line is established by a 45 degree line from the plot boundary. The starting point of this line at the plot boundary is either: - established by a 2m offset to the rear of the rear elevation of the principal building (existing or permitted) on the neighbouring plot (DP6.2 Fig 2); or - if the neighbouring site is undeveloped, set as 15m in Middlehaven Central, or 30m in the Middlesbrough Dock area offset from the building line at the front. (DP6.2 Fig 3)	To limit the impact a new building can have on the amenity of current or future neighbours in terms of day lighting, overshadowing and overlooking.
Exceptions	The above requirements can be waived if a scheme is brought forward jointly by neighbouring properties and mitigates impacts on both properties and their amenities.	To allow for other design solutions.



DP6.2 Fig 1 Respond to terraced condition

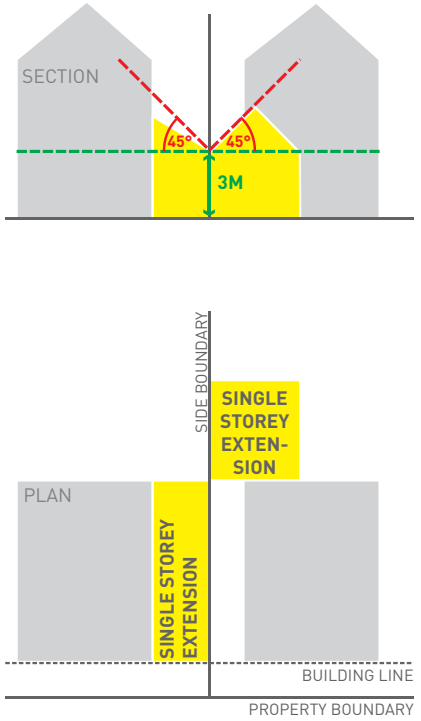
DP6.2 Fig 2 Maximum building depth related to neighbour



DP6.2 Fig 3 Maximum unrelated building depth

DP6.3 Rear or side extensions

Mandatory Requirements		
Side Extensions	Side extensions in detached conditions are permissible if their height at the plot boundary is no higher than 3m, they do not protrude further to the front than the building line permits, and they conform to height requirement. (DP6.3 Fig 1)	To provide flexibility for side or rear extension while limiting the adverse impact this can have for the amenity of neighbouring properties.
Rear Extensions	Rear extensions can extend further out than the line setting the maximum building extent (which applies only for the principal building), if they conform to height requirement. (DP6.3 Fig 1)	To provide flexibility for rear extension while limiting the adverse impact this can have for the amenity of neighbouring properties.
Exceptions	The above requirements can be waived if a scheme is brought forward jointly by neighbouring properties and mitigates impacts on both properties and their amenities.	

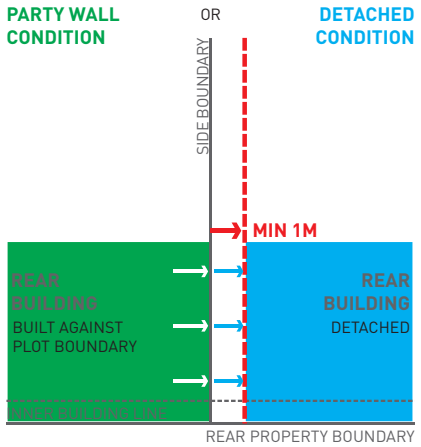


DP6.3 Fig 1 Single side and rear extensions

DP6.4 Rear building

A) MIDDLEHAVEN CENTRAL

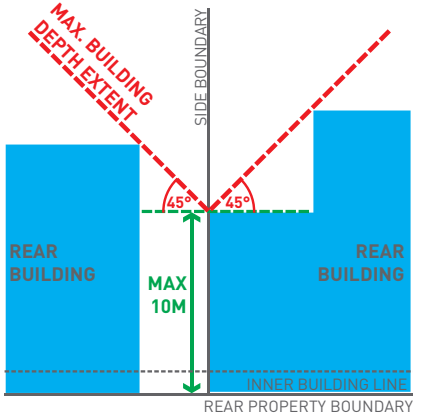
Mandatory Requirements		
General Requirement:	A rear building (greater than 1 storey) must be either developed up to the neighbouring plot boundary with a party wall condition, or otherwise situated a minimum of 1m away from the neighbouring plot boundary. (DP6.4 Fig1) An equal response to an existing or permitted rear building on the neighbouring plot is desirable, but not required.	To allow flexibility within a simple framework.
Building Depth	The maximum depth of the rear building (greater than 1 storey) is determined by a line that marks the maximum building extent. This line is established by a 45 degree line from the plot boundary. The starting point of this line at the plot boundary is either 10m away from the rear plot boundary. (DP6.4 Fig 2)	To limit the impact a new building can have on the amenity of current or future neighbours in terms of day lighting, overshadowing and overlooking.
Exceptions	The above requirements can be waived if a scheme is brought forward jointly by neighbouring properties and mitigates impacts on both properties and their amenities.	To allow for bespoke design solutions.



DP6.4a Fig 1 Rear building - relationship with side boundary

B) MIDDLESBROUGH DOCK

Mandatory Requirements		
General Requirement:	Separate buildings to the rear of the principal building can be located flexibly on site, but must be a minimum of 3m away from the neighbouring plot boundary and conform to the height requirements for extensions. (DP3.3)	To provide flexiblity while limiting the impact a new building can have on the amenity of current or future neighbours in terms of day lighting, overshadowing and overlooking.
Exceptions	Above requirements can be waived if a scheme is brought forward jointly by neighbouring properties and mitigates impacts on both properties and their amenities.	To allow for bespoke design solutions.



DP6.4a Fig 2 Rear building - maximum building depth

DP7
Fenestration

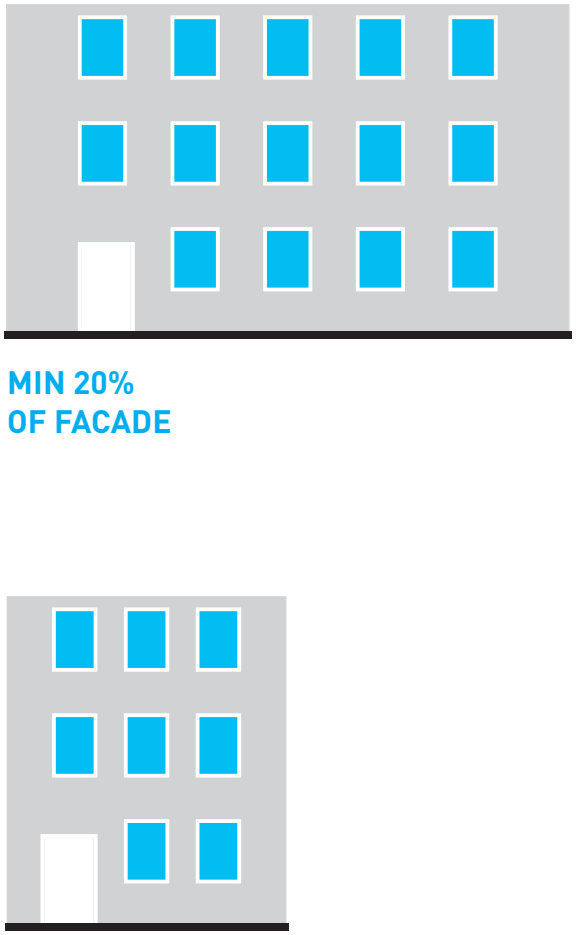
This code sets out a minimum requirement for the open part of the building facade that faces the public realm. It addresses openings at the ground floor and corners and sets the requirements for openings facing habitable rooms of dwellings.

PURPOSE:

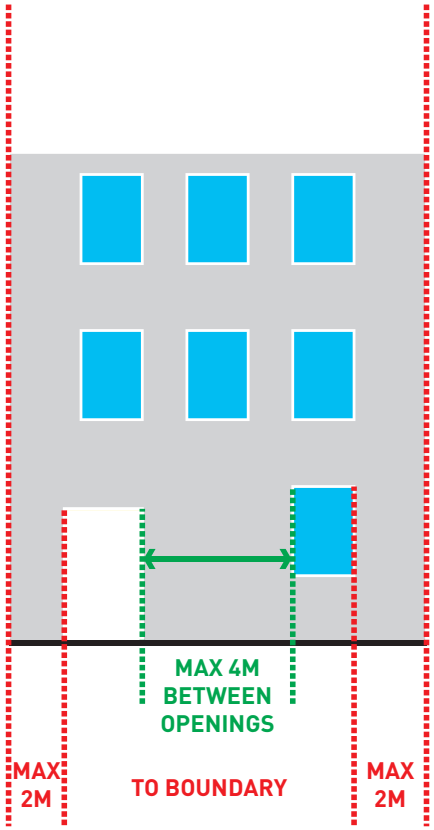
Its purpose is to ensure overlooking and passive surveillance of the street space, day lighting into buildings and protecting residential amenity.

DP7.1 Fenestration

Mandatory Requirements		Justification
Minimum amount of glazed elevation	A minimum of 20% of the elevation area facing onto the public realm must be glazed and allow natural surveillance of the street space. (DP7.1 Fig 1)	To provide good overlooking and passive supervision of the public realm from buildings, daylight penetration and an open and friendly expression of the facade.
Closed parts of the ground floor elevation	At ground floor level elevations facing the public realm must not be blank (without windows or doors) for more than 4m. The first opening at ground floor should not be further than 2m from the plot boundary. (DP7.1 Fig 2)	To have frequent openings to the public realm that can provide overlooking and passive supervision of the public realm, and help enliven and animate the street space.



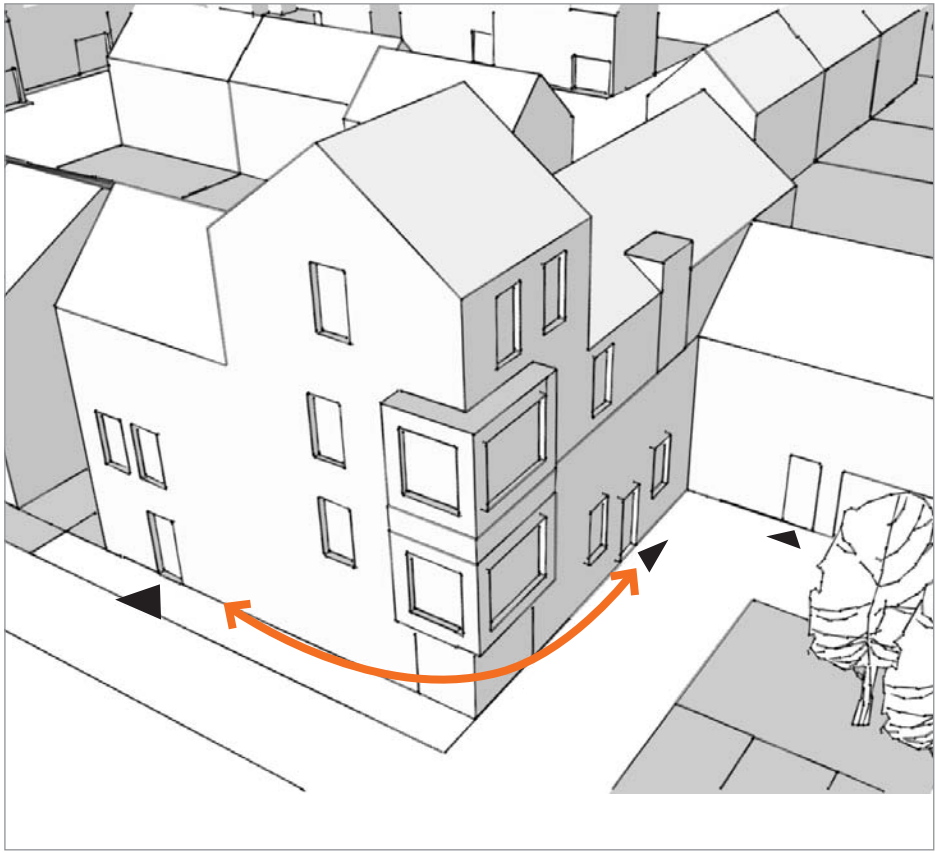
DP7.1 Fig 1 Facades to have a minimum of 20% fenestration



DP7.1 Fig 2 Ground floor facades must not be blank for more than 4m (2m to side boundary)

DP7.2 Fenestration at corners

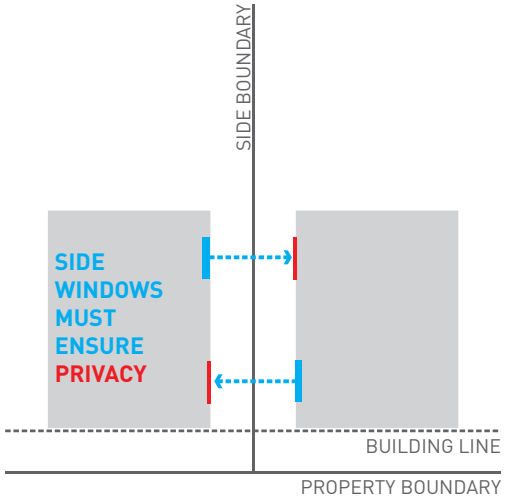
Mandatory Requirements		Justification
Corners / Gable Ends	Blank gable ends (such as those devoid of windows or doors) are not permitted where they face onto the public realm. Wherever possible building frontages should be designed to 'turn the corner'. (DP7.2 Fig 1)	To provide overlooking and passive supervision of the public realm from outward facing elevations.



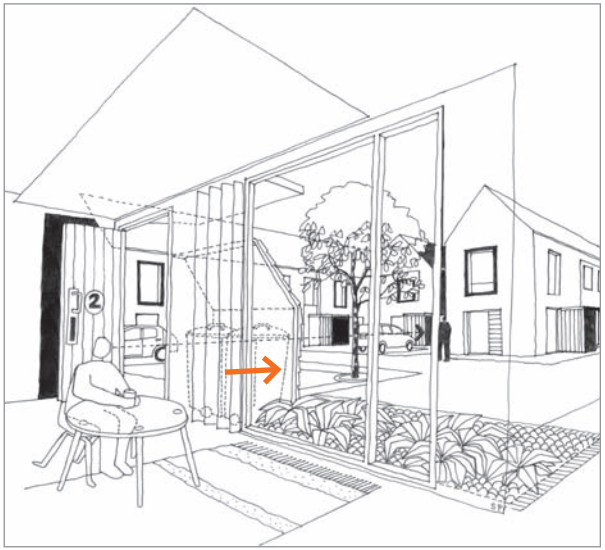
DP7.2 Fig 1 Building 'Turning the Corner'

DP7.3 Residential privacy and amenity

Mandatory Requirements		Justification
General design requirement	The design of residential dwellings must demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property and the street and other public spaces.	To ensure home is a place to retreat, - a comfortable, private setting for family and individual pursuits, social interaction and relaxation.
Back to back distance	Facing rear elevations where at least one comprises a residential dwelling should not normally be closer than 18m. Where such a layout is not possible due to the urban or block configuration, designers need to demonstrate how adequate visual privacy for every home can be realised instead, considering the position and aspect of habitable rooms, gardens and balconies.	To provide visual and acoustic privacy to dwellings
Facing windows	Where residential dwellings face each other in situations where privacy distances are tight, (for example to the sides of detached buildings), windows should be off-set from each other, to avoid directly facing each other. (DP7.3 Fig 1)	To provide visual and acoustic privacy to dwellings
Residential at groundfloor	Adequate levels of privacy to ground floor residential units must be provided through the design. Privacy of ground floor residential uses can be enhanced through: ▪ consideration of the position and aspect of habitable rooms; ▪ duplex units / maisonettes; ▪ a raised floor level; ▪ consideration of the position of windows; and ▪ the treatment of the privacy strip. Refer to (DP7.3 Fig 2)	To provide visual and acoustic privacy to ground floor dwellings



DP7.3 Fig 1 Privacy of side windows



DP7.3 Fig 2 Blocks will ensure that streets and spaces have good levels of natural surveillance

DP8
Boundary Treatment

This code sets out the boundary treatment for the front, rear and side boundary of a plot. This includes the height of the railings, hedges, walls or fences that demarcate the property boundary, and also the material and other design requirements.

PURPOSE:

Its purpose is to:

- Create a clear definition and demarcation of private and public areas;
- Provide a quality interface between the street space and the building;
- Ensure natural surveillance of the street space and privacy of private gardens; and
- Ensure that boundary treatments are of a consistent design and contribute to a coherent street scene and character.

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HOW TO USE THIS CODE

1 Identify the frontage type in Regulating Plan DP5-R;

2 Refer to the applicable frontage type below, and look up the respective codes:

- Frontage Type F1, F2, F3:
  - if residential dwelling at ground floor: DP8.1;
  - otherwise DP8.2;
- Frontage Type F4: DP8.3; or
- Frontage Type F5: DP8.4.

General Approach

While encouraging a variety of buildings with different architectures the framework promotes a consistent approach to the demarcation of the plot boundary and the space between the building front and the back of footway.

The space in front is privately owned but its design, landscaping and use will have an impact on the general appearance and character of the street. The interface space can provide an added level of privacy for ground floor residential dwellings, offer an opportunity for planting, and it may offer residents an (informal) external space for interaction with neighbours.

The boundary condition and planting are important in determining overlooking and passive supervision of the street space.

In mixed use or commercial buildings with an active ground floor, like a shop or entrance lobby, the interface space can be an extension to the footway, allowing the browsing of shop windows, or providing for the display of goods or an opportunity for sitting out for restaurants and cafes.

The front boundary requirement is specific to the frontage type established in Parameter Plan D5-R, and the specific ground floor use of the building.

For Frontage Types F1, F2 and F3 (street frontage Middlehaven Central) the following codes apply:

- Code DP8.1, where there are dwellings at ground floor; and
- Code DP8.2 , for non-residential ground floors.

For Frontage Type F4 (rear frontage Middlehaven Central) Code DP8.3 applies, and for Frontage Type F5 in Middlesbrough Dock Code DP8.4 applies.

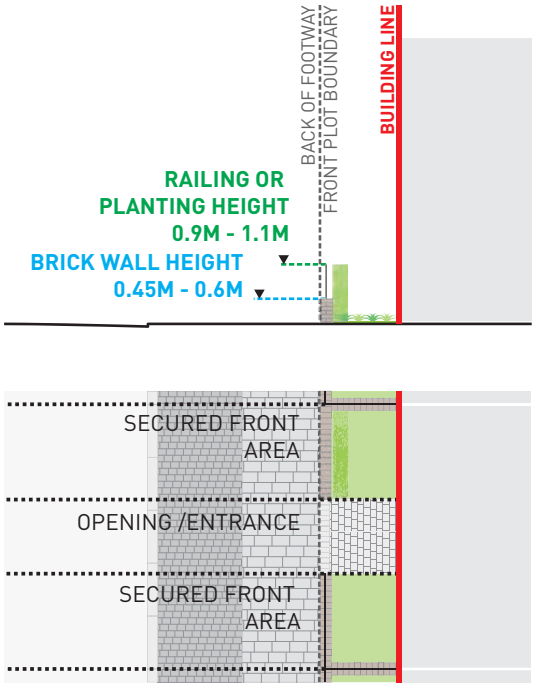
The DP8 codes specify the following:

- height, design and materials of boundary demarcation;
- hard landscaping materials at entrances and other areas that are publicly accessible; and
- planting.

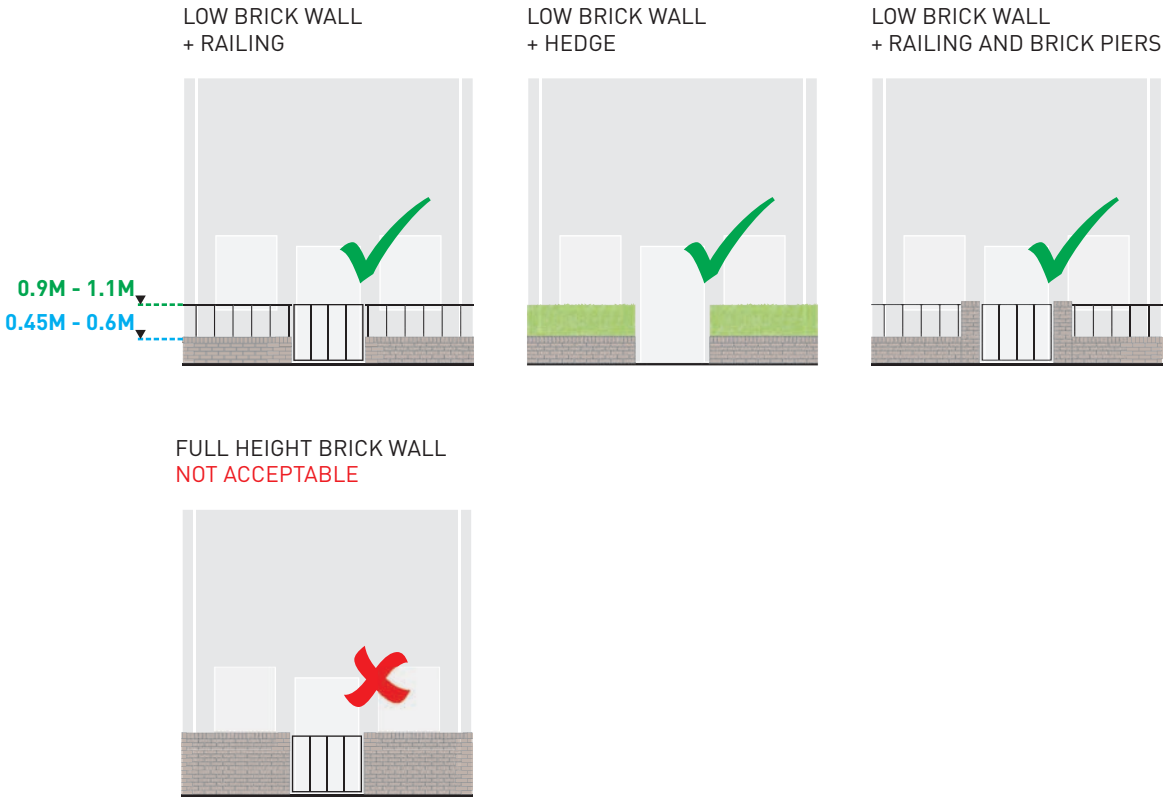
Code DP8.5 specifies the boundary condition at the side of gardens facing the public realm and between gardens of neighbouring properties.

DP8.1 Frontage Type F1, F2, F3 - dwelling at ground floor

Mandatory Requirements		Justification
Boundary demarcation of secured (fenced) front areas	The plot boundary must be defined by a brick wall of 0.6m height and one brick depth with securely attached brick-on-edge coping. Bricks to match building.	To ensure a consistent, clear and robust demarcation of the plot boundary with the public realm.
	Powder coated galvanised mild steel railings (colour black) are permitted above up to a total height of 1100mm.	To provide added security to the building front where this is deemed necessary.
	Railings can be mounted between brick piers of 1.5 to 2 brick size width and up to a total of 1100mm height.	To provide a choice between different designs of boundary demarcations.
Boundary demarcation at openings and entrances	Plot boundary to be marked by 100x200mm granite sets (soldier course) at the back of footway.	To have a consistent element that marks the plot boundary in open sections or at entrances, and to provide a clear edge to on-plot surfaces.
	Powder coated galvanised mild steel gates (colour black) are permitted at entrances.	To provide consistency of materials.
	Gates can be mounted between brick piers of 1.5 to 2 brick size width and from 900 to 1100 height.	To allow a choice of pier design solutions.
Planting / landscaping (Frontage Type F1, F2)	The privacy strip must be designed to accommodate shrub and herbaceous planting.	To enhance the green characteristics of the street and provide residents an opportunity for individual landscaping.
	Only low growing (mature height under 1200mm) species should be used. Use of native species is encouraged.	To avoid impact of overshadowing to neighbouring properties by excessive height of planting and to provide for overlooking to the street.
Planting / landscaping (Frontage Type F3)	Front gardens need to be established between the street space and the building elevation.	To create an attractive green margin along the street whilst allowing for individual garden designs.
	Minimum 70% of the area between the plot boundary and the building line to be soft landscaped.	To allow for rainwater retention and to limit sealed surface areas.
Detached condition - securing gardens from the front	A fence or gate may be introduced between the plot side boundary and building provided it does not come forward of the building line. This fence to be no higher than 1800mm.	To prevent visual intrusion of high fences in the interface space between building front and the public realm.



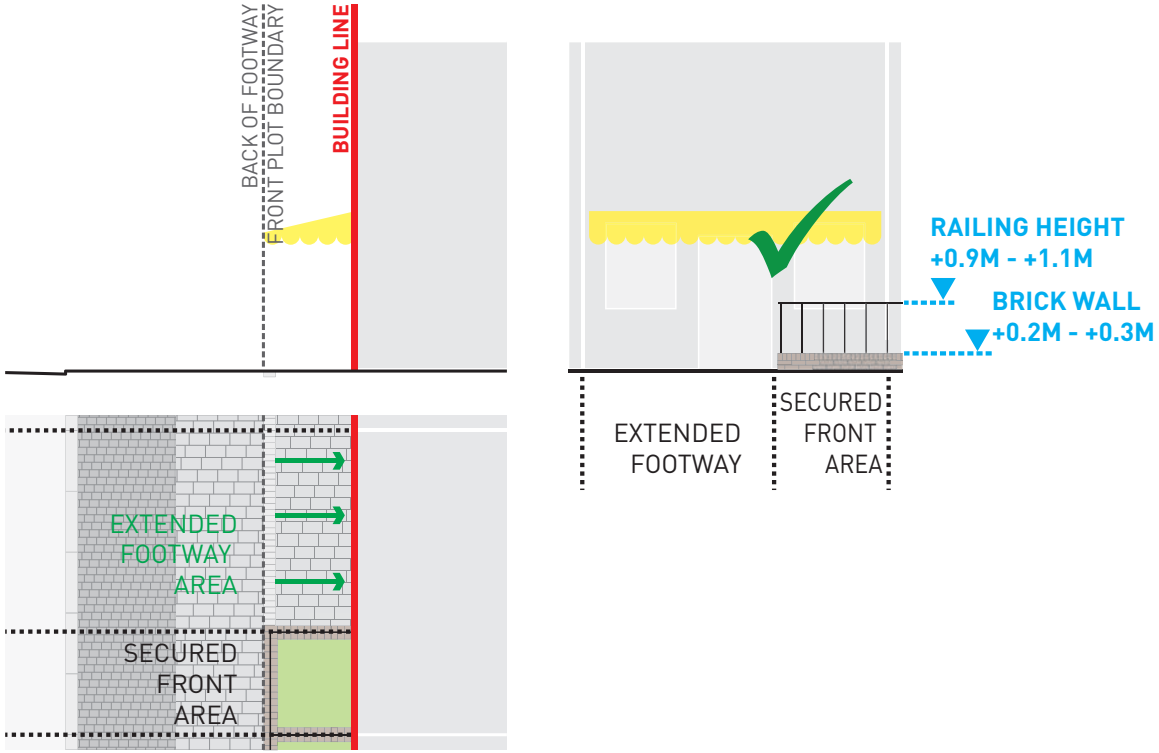
DP8.1 Fig 1 Residential Front Boundary Treatments - section and plan



DP8.1 Fig 2 Residential Front Boundary Treatments - Elevation

DP8.2 Frontage Type F1, F2, F3 - non-residential ground floor

Mandatory Requirements		
Extended footway areas	This applies to entrances, shop windows, sitting out, shop display or other hard standing areas where visually the footway extends to the edge of the buildings.	
	Plot boundary to be marked by 100x200mm granite sets (soldier course) at the back of footway.	To provide a consistent and clear demarcation of the plot boundary.
	Footway material to be taken up to the building edge (see street code, normally 600x900mm concrete slabs).	To provide visual continuity of the footway up to the building front and avoid a cacophony of different materials.
Boundary demarcation of secured (fenced) front areas	Same as DP8.1.	
Planting / landscaping (Frontage Type F1, F2)	Same as DP8.1.	
Detached condition - secure fence line to rear (garden) areas	Same as DP8.1.	

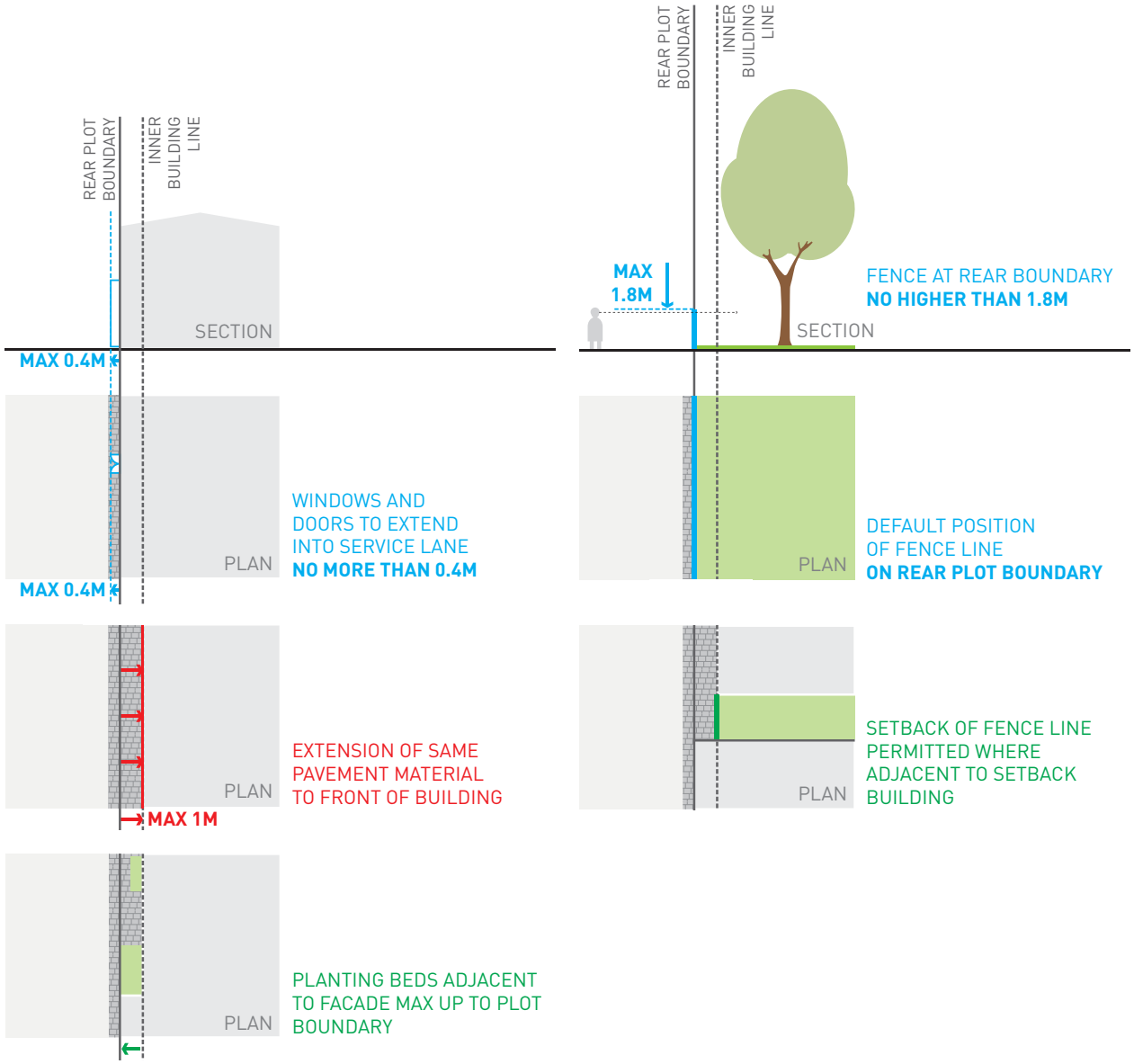


DP8.2 Fig 1 Non-residential Front Boundary Treatments

DP8.3 Frontage Type F4 - rear boundary (fronting service lane)

To be read in conjunction with Street Type Code PR2.5 (Mews / Service Lane)

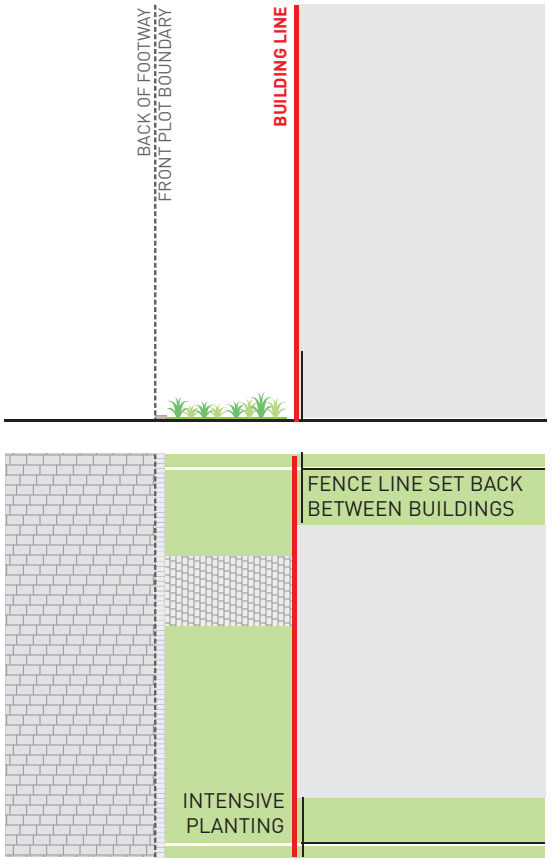
Mandatory Requirements		Justification
Built frontage	When a building effectively forms edge of service street – windows and doors are not permitted to encroach more than 400mm into the street space when fully open.	To prevent windows or doors from encroaching into the movement zone.
	Where the building is set back from the property line the same pavement material as in the front strip at the edge of the service lane must be extended up to building elevation.	To visually extend the public realm to the elevation to provide for a coherent space.
	Discrete planting beds can be integrated in the front strip or its extension directly abutting the elevation.	To promote green margins and a variety of planting.
Unbuilt frontage	Optional fence.	
	The default fence position for unbuilt rear frontages is along the plot boundary.	To promote a coherent solution to the rear boundary demarcation.
	For shorter sections of the rear boundary, and between rear buildings that are set back, the fence line may be set back accordingly.	To provide consistency of frontage.
	Fences in front of a rear elevation are not permitted.	To prevent meaningless in-between spaces.
	Fences are to be a maximum 1800mm high and where possible should provide visibility between the service lane and the rear property.	To prevent a tunnel effect on the service lane and allow visual connection between gardens and the service lane.



DP8.3 Fig 1 Rear Boundary Treatments

DP8.4 Frontage Type F5 - Middlesbrough Dock

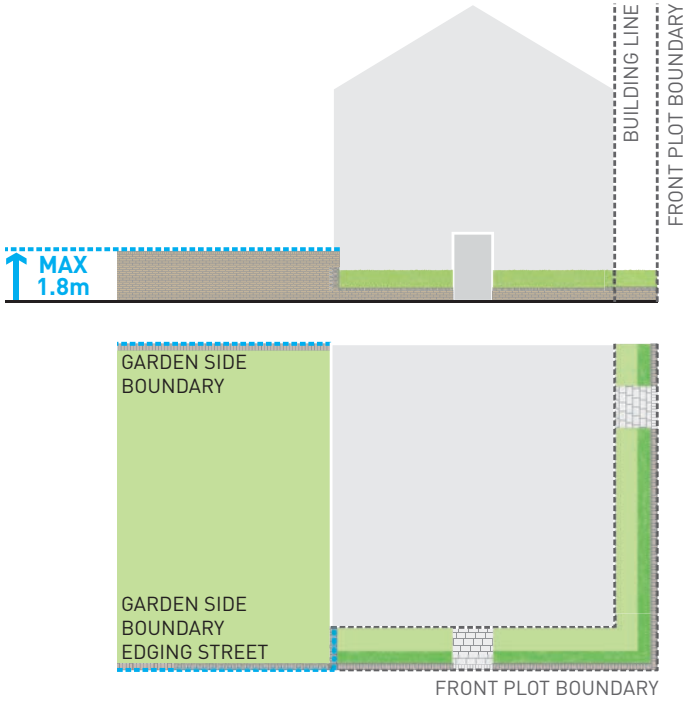
Mandatory Requirements		Justification
Front area	A physically expressed boundary demarcation (such as a fence or wall) at the front of the building is not permitted. Where planting areas are provided they should be defined with a 100mm deep granite kerb with an up-stand of 100 mm along the plot-boundary.	To promote a sense of generous space by providing visual continuity up to the building frontage.
	To provide an intensively landscaped strip between the back of footway and the building elevation (apart from at entrances and other necessary open sections).	To promote a campus like landscape with attractive green margins that visually form part of the pubic realm.
	At entrances and other open sections the plot boundary to be marked by 100x200mm granite sets (soldier course) at the back of footway.	To have a consistent element that marks the plot boundary in open sections or at entrances, and to provide a clear edge to on-plot surfaces.
Secure fence line to rear (garden) areas	A secure fence line should be established between buildings at or behind the building line. This to be no higher than 2100mm.	To prevent visual intrusion of high fences in the public realm.



DP8.4 Fig 1 Front Boundary Treatment Middlesbrough Dock

DP8.5 Side Boundary

Mandatory Requirements		Justification
Side boundaries at street corners	Where buildings turn the corner the side boundary treatment, up to the extended line of the main rear elevation (where the rear garden starts), should correspond to the applicable front boundary condition.	To provide a positive frontage and overlooking towards the street.
Garden side boundary edging the street	Garden side boundaries edging the street up to the extended line of the rear elevation must be demarcated with brick walls up to a maximum height of 1800mm.	To provide privacy to rear garden and a consistent and robust solution.
Garden boundary between properties, before building line	To be demarcated as brick walls or mild steel railings with a height of 900-1100mm if required (not in Middlesbrough Dock area).	To provide a solution that is consistent with the front boundary treatment and to prevent visual intrusion of higher walls in the public realm.
Garden boundary between properties, behind building line	To be demarcated as timber fencing up to a height of 1800mm if required. In the Middlesbrough Dock area a metal or wire mesh fence of the same height can be used instead.	To provide a simple and common solution to side boundary fences.



DP8.6 Fig1 Side Boundary / Corner Treatments

DP9
Appearance

This code sets out principal aspects of the appearance of buildings facing the street and public realm. This include general design principles for the facade and the roof form, including materials.

PURPOSE:

Its purpose is to promote a coherent choice of materials and a common design approach along streets and public spaces, that gives the public realm a unifying aspect inspite of the variety of architectures and typologies promoted by the framework.

DP9.1 Appearance - Street Elevation

Mandatory Requirements		Justification
General Design Requirement	Buildings should be of quality architecture and designed by a registered architectural professional.	To contribute to a quality environment and to provides buildings that age well and stand the test of time.
Facades	Elevations facing the street should provide a varied and interesting facade. Homogeneous, repetitive and bland facades should be avoided.	To provide a rich and interesting street.
	Façade design should contribute to a sense of a fine urban grain providing a rhythm of vertical elements along the street.	
Relation to topography	Buildings should step with the topography.	To provide a suitable response to the landform.
Light fittings and signage	Lighting and signage on private buildings must be integral to the overall design of the building elevation.	To avoid clutter that detract from the public realm and street character.
	Neon-lighting is not permitted on houses and automatic lighting must not be set off by movement in the public realm.	To ensure private lighting solutions do not adversely impact on the quality of the public realm.
TV and radio a rials and dishes	Television and radio antennae, aerials and satellite dishes are not permitted on any façade where they detract from the public realm.	To ensure telecommunication equipment does not adversely impact on the quality of the public realm.

DP9.2 Choice of elevation materials

MIDDLEHAVEN CENTRAL

Mandatory Requirements		Justification
Principal elevation material	A minimum of 70% of the closed aspect of elevations facing the street (front and rear) must be brick (unrendered and not painted). Render can be used elsewhere and the careful use of colour is promoted.	To provide a coherent and robust base material facing towards the public realm, (brick ages and weathers well), while leaving choice for other materials. Render and colour can provide interest and enhance the articulation of the facade.
Brick source	Choice of bricks should be regional.	To relate to local vernacular, to minimise need for transport and to support the local economy.
Brick quality	Stock or hand-made bricks should be favoured over wire cut and engineering brick to avoid a hard and exact a finish.	To provide visual and textured interest to the surface of walls.
Brick colour	Brick colours and types should relate to the local vernacular. Variety in brick colour is sought between neighbouring buildings. No more than 2 Lots (>30m building frontage) should use the same colour brick.	To provide a rhythm and variety of colours along a street.
Windows	Wooden or metal windows and frames to be used on elevations facing the street.	To provide quality facades with materials that age well and are easy to maintain and to repair, while also contributing to the character of the area and responding to the local vernacular.

There are no restrictions in terms of elevation materials in the Middlesbrough Dock area.

DP9.2 Fig 1 Examples for brick facades

DP9.3 Roof appearance

Mandatory Requirements		Justification
Pitched roofs	Roof coverings on pitched roof shall be: natural slate, spilt stone, clay tiles, pan tiles or roman tiles, solar water and/or photovaltaic systems.	To provide a range of roofing materials that is consistent with the character of the area and the local vernacular.
Flat roofs	Flat roofs should be executed as green or brown roofs and where practicable provide roof terraces.	To provide bio-habitat, reduce rain water run-off and to offer an added open space amenity for residents and occupiers.
	On flat roofs, the parapet capping material must be robust enough to ensure a clean edge on the cornice line. Balustrades of roof terraces should be hidden behind the cornice line and not visible from the street space.	To ensure a clean edge to the cornice line.
Chimneys	Chimneys should be of brick, stone or stainless steel as appropriate and rise generously above the roof.	To provide a choice of materials for chimneys that is consistent with the character.
TV and radio a rials and dishes	Television and radio antennae, aerials and satellite dishes are not permitted on any roof where they detract from the public realm.	To avoid visual clutter detracting from the public realm.

B

Public Realm Design Codes

Part B
Public Realm Design Codes

Successful neighbourhoods are characterised by the quality of their public life. The basis for the public realm codes is not simply to create open spaces and streets but to create places for people.

There is a growing body of evidence that there is a link between high quality open spaces and:

- Increased property values;
- The image and desirability of an area and its ability to attract investment;
- Enhanced bio-diversity;
- Community cohesion; and
- The promotion of exercise and associated benefits to health.

This section of the codes is concerned with providing a framework for the design of the public realm in Middlehaven. It includes a library of street types and also guidance for the public spaces in Middlehaven.

The street type library set out design parameters for each street type. They provide a clear hierarchy between streets and help to reinforce the inherent legibility of the network. This ensures that streets of the same order and connectivity are treated similarly and have sufficient capacity to accommodate the anticipated traffic and pedestrian flows. It also ensures that streets provide adequately and in a coordinated way with car parking bays, cycle parking, street lighting, trees, benches and other street furniture. It stipulates high quality design and a coherent palette of materials throughout Middlehaven.

The street types were developed based on thinking "people first", focussing on the needs and amenities for walking and cycling – the most common way to move around the area, while considering requirements for vehicular access, parking and servicing. One aim was to encourage appropriate and desirable behaviour in those that use them, and it is this aim rather than the slavish delivery of the standards that should ultimately take precedence.

Additionally this part of the document sets out design aspirations for public spaces throughout Middlehaven. Public spaces should be attractive and provide amenities for the people living, working and visiting Middlehaven. They should be special, contribute to a unique character and make the Neighbourhood shine. The public space design should be ambitious, distinct and of high quality. To ensure innovative, exciting and fitting design solutions the design of these space could be subject to design competitions. The public space codes provide an outline of the design brief.

The first section of the public realm code starts sets out general public realm specification for Middlehaven. Street types and guidance on public spaces follows in Sections 2 and 3 that follow.

PR1
Public Realm General Specification

Successful public life is created where people have a strong sense of belonging to their neighbourhood.

GENERAL DESIGN STANDARDS

This public realm code takes regard to the Design Guide & Specification Residential and Industrial Estates Development (2011) which was produced by a working group comprising Engineers and Planners from the Authorities of Hartlepool, Middlesbrough, Redcar and Cleveland, Stockton-on-Tees Borough and Darlington Borough Councils.

The public realm code, however, expands and provides additional guidance and specification based on best practice to ensure the quality and consistency of the pubic realm in Middlehaven.

STREET FURNITURE

'Street Furniture' describes items that are included in the street, most often in the footway, to aid those using it, such as signage, seating and litter bins. The benefits associated with each item are normally obvious, but the potentially negative impacts on the street, such as reduced room for pedestrians to walk and the visual 'clutter' that result, both individually and in combination with one-another, can be highly detrimental to a place. Very often, street furniture can hide the very character that it is trying to draw attention to. Street furniture should be kept to a minimum, organised into linear 'Furniture Zones' and combined where possible.

Simplicity will be a key aim in selecting materials and furniture using a limited palette of materials and reducing the amount of clutter by, for example mounting lighting units and traffic signs on buildings or walls. This will have the additional benefit of reducing costs of installation and maintenance.

FOOTWAY PAVING

Footway paving is likely to be subjected to casual over-riding, maintenance and service vehicles, together with emergency service vehicles. The structural design and detailing will take account of the likely levels of traffic and loading to be experienced.

The general material to be used are pre-cast concrete slabs of 600x900mm throughout Middlehaven.

PARKING AND SERVICING BAYS

Car parking areas normally form part of the furniture zone and are raised to footway levels. When they are not in use they become a natural extension of the footway.

The general material used will be large element concrete block paving of 240x320mm, bound the same way as footway slabs. Their colour is of a darker tone (pennant gray) than footway paving to hide stains from tyres or occasional oil drippings, and to also clearly mark where the parking bays end and the footway starts. Parking bays are normally arranged in groups of two or three.

KERBS

Kerbs to streets are to be of grey granite, normally 150mm wide. The natural stone elements shall, as far as possible, be cropped rather than sawn, as the former uses less energy. The specification shall require only the top and front face sides to be sawn and fine picked and the rear sawn. The kerb upstand is normally only 50mm, which provides a clear edge to the carriage way but also allow cars to drive up the kerb to enter parking bays.

CARRIAGEWAY

In general, carriageways will be surfaced in bituminous materials.

Both road markings and road signage are used to clarify for users how a street should function, where the street itself does not make this plain. The aim of any new street design should be that, as far as possible, it is inherently legible for all users, such that road markings and signage are only ever needed sparingly. Most importantly, both should not be introduced simply by default, without first considering whether they are necessary. The inclusion of such highway infrastructure will detract from the local context and will encourage users to rely on being told how to behave rather than assessing this for themselves. Road markings will only be used to help clarify potential ambiguity for road users, which, if omitted may lead to road safety concerns.

Shared surface streets will have an asphalt wearing course with loose applied local stone chipping dressing. Here the extent of the carriageway will be defined by granite sets (220x100m), laid in a soldier course.

To provide contrast and to denote special circumstances within the street, it may be appropriate to lay granite sets in small areas, in alternative colours.

LIGHTING

The lighting indicated in the street sections is indicative and aims to illustrate the principle of how lighting should be provided in Middlehaven. Street lighting is to comply with the Design Guide & Specification Residential and Industrial Estates Development (2011).

Lighting within the Masterplan must be designed to:

- Reflect the character of different streets through a choice of building-mounted and column-mounted luminaires as appropriate;
- Provide special approaches to lighting distinct areas, such as Bridge Street, Cleveland Street and the public spaces;
- Minimise visual intrusion and light pollution through uplighting;
- Provide a sense of drama and delight to the nighttime scene;
- Achieve appropriate levels of illumination for perceived and actual safety;
- Work with the planting strategy to avoid overshadowing or deficient lighting levels due to the presence of trees;
- Provide a metal halide light source for street lighting and for landscaping and architectural lighting unless there are good design reasons for choosing another form;
- Incorporate renewable power sources where possible; and
- Achieve an appropriate level of illumination to landscaped open spaces.

Most smaller landscaped spaces will benefit from adequate ambient lighting from the street lighting on all sides, and this may be supplemented for dramatic effect by lighting to trees or marker lighting for key routes across them.

Most parts of the Middlehaven Park will not require lighting, as Cleveland Street and the lane along the eastern park edge will provide a suitable well lit walk/cycle route at night.

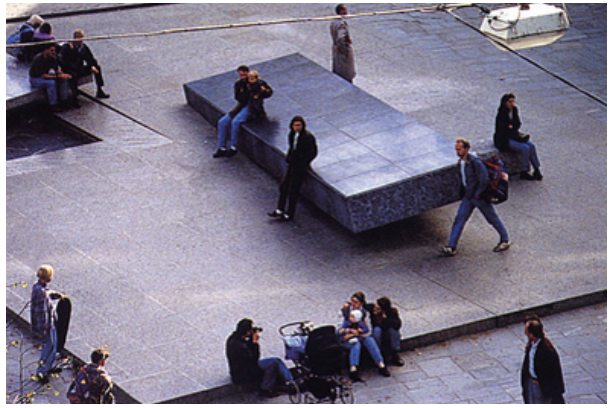
CYCLE PARKING

Safe and secure cycle parking should be provided as an integral element of the design of squares and green spaces. Cycle parking stands should also be provided at regular intervals in the furniture zone along streets. They should be concentrated near street corners and where uses attract visitor footfall, such as retail, cafe and restaurant, education and employment uses.

Cycle stands will be of contemporary design, securely fixed to the ground and will be scratch and vandal resistant.

SEATING

Within public gathering spaces, in focal points but also along important pedestrian routes, seating will provide for recreation and rest. Seats will be integrated into the design of the spaces, be strategically placed next to specific amenities such as water features, in distinctive viewpoints, next to entrances and meeting points and



along paths. Seating will be designed to provide the opportunity to enjoy the experience of these spaces, being placed in both active and intimate places, and should reflect their character. The seating furniture chosen is robust to provide the maximum resistance to vandalism; comfortable for users; and minimise rainwater retention.

Seating in streets will be located in the furniture zone at a maximum of 100m spacing on primary streets. Seating here can include non-directional seating blocks that allow people to sit informally and watch the street activities, or benches.

STREET TREES

Street trees are to be included as required by each street type. The benefits are:

- Providing an attractive, calming setting;
- Perceptually narrowing the carriageway, contributing to speed reduction;
- Increasing property values (the presence of trees has been shown to increase the value of commercial and residential property by 5-18%);
- Moderating the local climate by providing shelter and shade;
- Filtering polluted air;
- Moderating the effects of storms by intercepting rain water;
- Supporting a richer and more accessible wildlife.

Species choice will be in accordance with the code and agreed with the Council's Arboriculture Officer. Where trees are included in a street design, designers should ensure that root systems do not affect adjacent underground services or buildings.

STREET REFUSE

Litter bins are to be provided at intervals of approximately 100 metres along the principal pedestrian movement routes (Bridge Street and Cleveland Street Road), at the Middlehaven Park and the Riverfront and at other locations where people may congregate and generate litter.

Bins shall be located towards the carriageway side of the footway, to ease collection by vehicle. A single litter bin design should be used throughout Middlehaven, complementing the range of street furniture and lighting.

ON-STREET RECYCLING STORAGE

If on-street recycling storage and collection facilities are developed, they should be installed in the dedicated areas in the furniture zone of streets at strategic locations throughout Middlehaven.

Their form should include the following requirements;

- Recycling banks for various types of refuse shall be grouped together; each receptacle clearly labelled with symbols and text;
- Recycling banks shall be well lit, to enable use after dark;
- Receptacles shall be readily accessible by refuse collection vehicles, which may need to leave the carriageway to gain close proximity to the recycling point. Under these circumstances, a vehicle turning area is to be included in the design; and
- Receptacles shall be designed to minimise the impact on the landscape, the possibility of underground storage facilities should be explored.

ADVERTISING

Whilst advertising may contribute to a revenue income, through franchise arrangements, the use of advertising on the public highway is likely to have a detrimental impact on the quality of the streetscene. Advertising on the public highway shall only be permitted in accordance with the Council's existing policies, as applied to this area. Advertising may be promoted in association with the transport provider in bus shelters, where its introduction, to carefully controlled design standards, could enhance the travelling experience by providing information and interest whilst waiting for a bus.

STREET TRADING

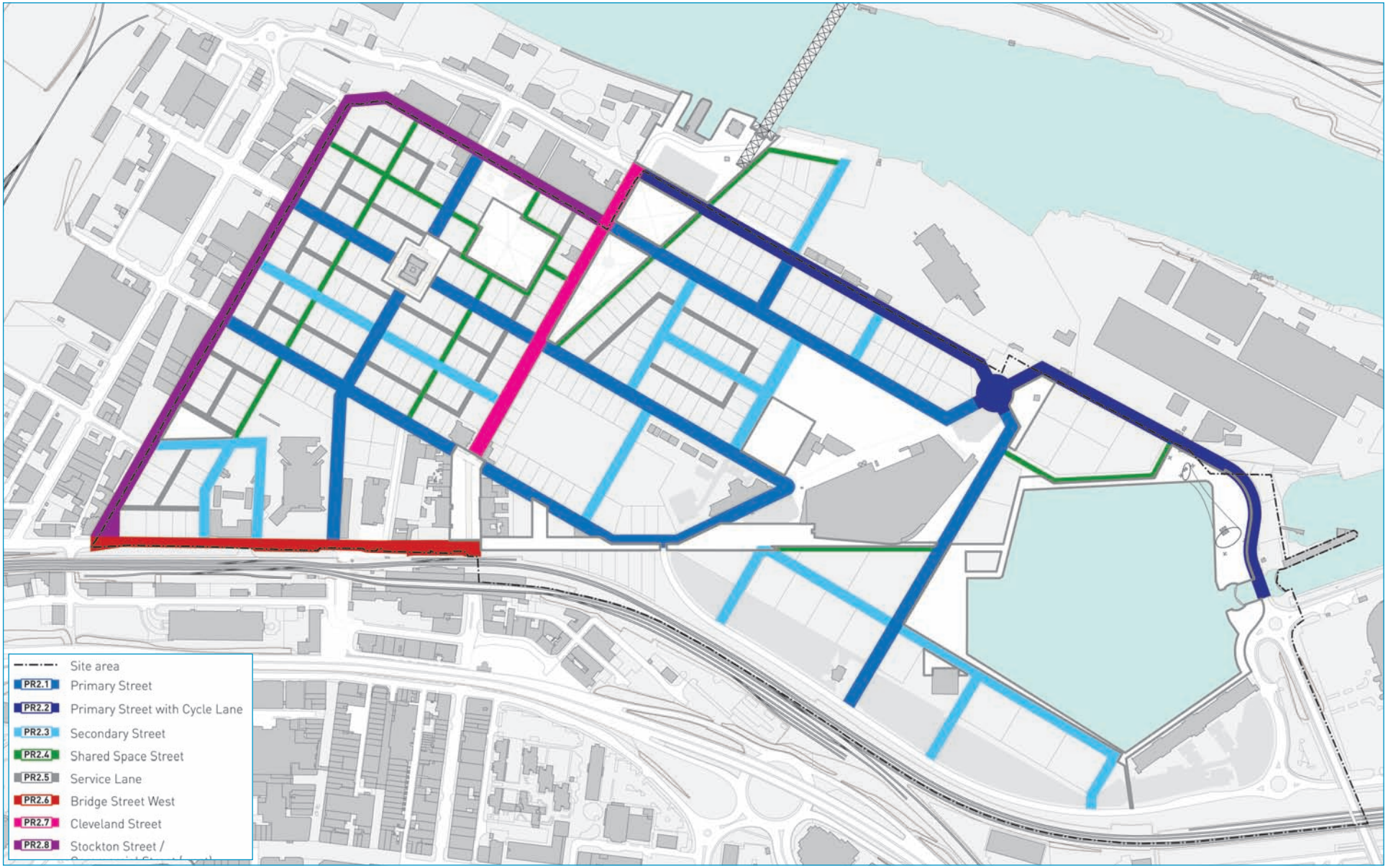
In order to cater for a thriving public life, activity within the public realm will be promoted at specific locations along the primary streets and spaces. This could comprise street trading as an extension of existing retail units or as stand-alone features. Provision could, if required, be made for the supply of electricity, possibly solar powered, and if outdoor consumption of food and drink is proposed, additional services will be required for potable water.

PR2
Street Type Library

The following pages contain the Street Type Library setting out design parameters for each street type. These street types will provide a clear hierarchy and help to reinforce the inherent legibility of the network. The aim of these street types is to encourage appropriate and desirable behaviour in those that use them, and it is this aim rather than the slavish delivery of the standards that should ultimately take precedence.

The Street Type Library identifies five typical street types (PR2.1 - PR2.5) and three special street types (PR2.6 - PR2.8). The location of street types are identified in the Regulating Plan Street Types PR2.R opposite.

Code	Street Type	Role in street hierarchy
PR2.1	Primary Street	Strategic Street, Local Distributor Street
PR2.2	Primary Street (including Cycle Lane)	Strategic Street
PR2.3	Secondary Street	Local Access Street
PR2.4	Shared Space Street	Shared Surface Street / Homezone
PR2.5	Service Lane	Lane/Mews (private or adopted)
PR2.6	Bridge Street West	Strategic Street
PR2.7	Cleveland Street Corridor	Strategic Street
PR2.8	Stockton Street/ Commercial Street (West)	Local Distributor Street

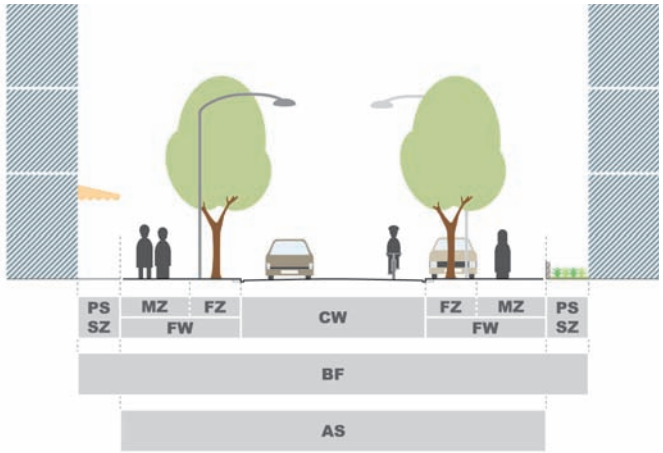


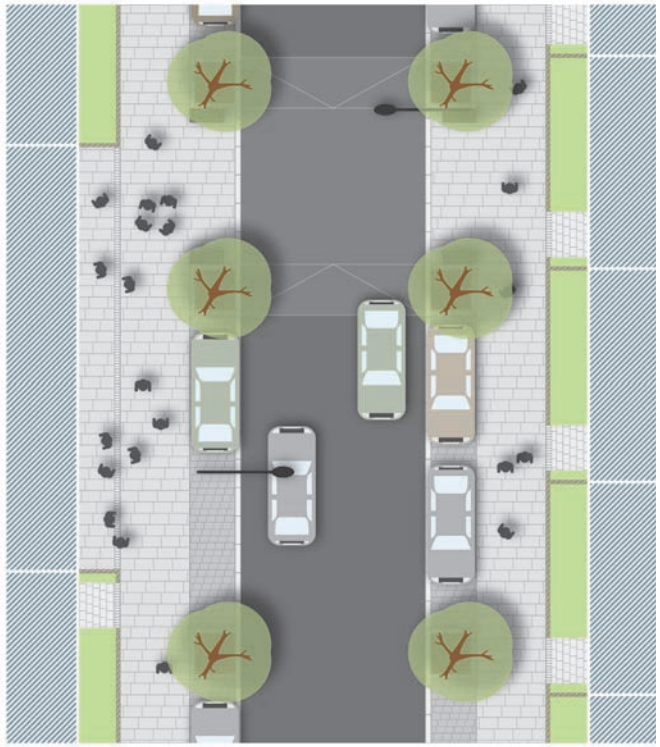
REGULATING PLAN PR2.R - Street Types

PR2.1 Primary Street

The Primary Street is the typical street type for higher order streets in Middlehaven that connect the area internally and with the wider network. This is a generous street providing sufficient carriageway width to allow for bus movement and on-street cycling. On-street car parking bays are provided on both sides of the street. Parking bays are interspersed by regular tree planting that give this street a green character. Wide footways and junction build-outs provide a high quality pedestrian environment.

Ref	Parameter	Requirements	
		Dimension	Specification
BF	Building Face-Face	18.0m	
AS	Adopted Space	15.0m	
CW	Carriageway	6.5m	Asphalt
FW	Footway	Min. 4.25m	Grey granite kerb, fine picked, 150mm wide, 100mm upstand/50mm upstand for car parking
			Pre-cast concrete slabs 600x900mm, recycled materials to be used where feasible
FZ	Furniture Zone	1.8m	Accommodates car parking and loading bays, trees, lighting, cycle parking and seating
	Car Parking	1.8x5.5m	Large element concrete block paving, 240x320mm, Pennant Grey, bound as footway slabs, parallel, raised to footway level, 2-3 spaces in a row followed by break
	Tree Planting	13-19m spacing	Medium sized street trees, semi-mature, centred in line with car parking, granite setts soldier course (200x100mm) to define tree pit, tree surround of self-binding gravel
	Lighting	18-24m spacing	Staggered and centred between street trees on line between FZ and MZ
	Cycle parking	near junctions	Groups of 3 stands in breaks between car parking
	Seating	50m spacing	Seating blocks 1.2x1.2m, or Benches with arms and backs, double-sided where appropriate
MZ	Movement Zone	Minimum 2.45m	Free of any obstacles, see FW for materials
PS	Privacy Strip	1.5m	For residential ground floors, walls/fences/hedges to mark boundary, granite setts soldier course (200x100mm) to mark boundary at entrance
SZ	Spill-out zone	1.5m	For non-residential ground floor uses, footway pavement to extend to building line, granite setts soldier course (200x100mm) to mark boundary



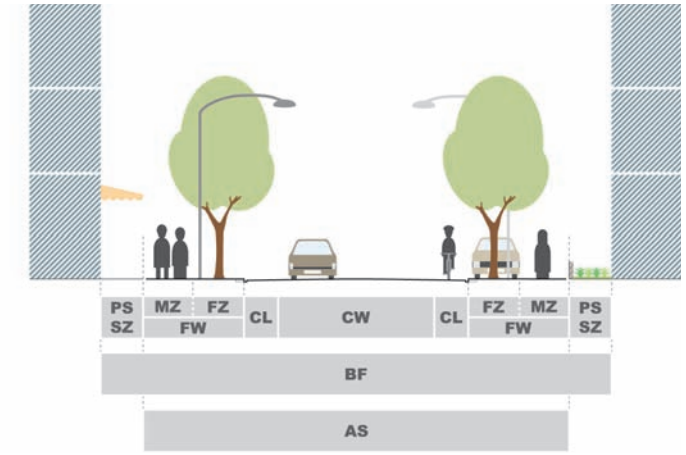


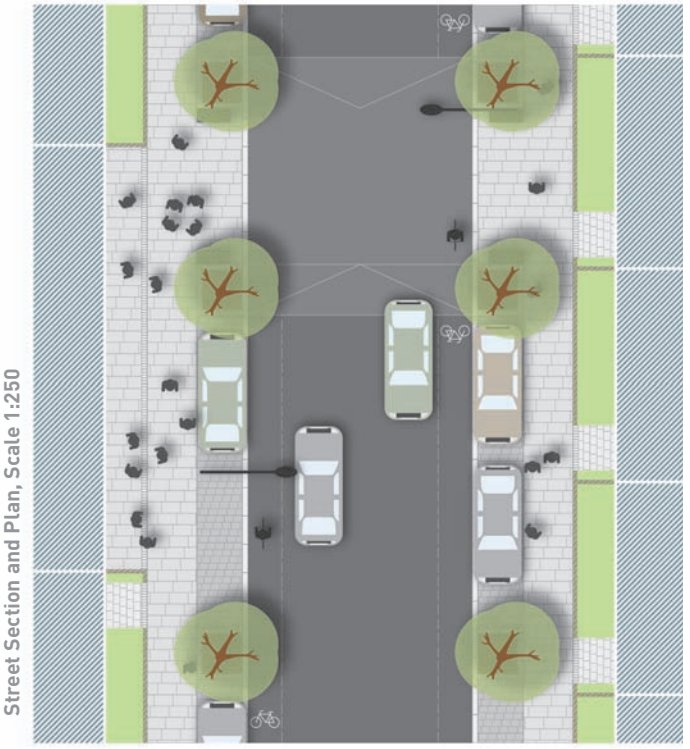
Street Section and Plan, Scale 1:250

PR2.2 Primary Street with Cycle Lane

The Primary Street with Cycle Lane is a variation of the Primary Street Type PR2.1. It is applicable along the Vulcan Street / Scotts Road corridor to facilitate the SUSTRANS cycle route. It provides dedicated on-street cycle lanes.

Ref	Parameter	Requirements	
		Dimension	Specification
BF	Building Face-Face	18.0m	
AS	Adopted Space	15.0m	
CW	Carriageway	5.5m	Asphalt
CL	Cycle Lane	1.2m	Asphalt, white line
FW	Footway	Min. 3.55m	Grey granite kerb, fine picked, 150mm wide, 100mm upstand/50mm upstand for car parking
			Pre-cast concrete slabs 600x900mm, recycled materials to be used where feasible
FZ	Furniture Zone	1.8m	Accommodates car parking and loading bays, trees, lighting, cycle parking and seating
	Car Parking	1.8x5.5m	Large element concrete block paving, 240x320mm, Pennant Grey, bound as footway slabs, parallel, raised to footway level, 2-3 spaces in a row followed by break
	Tree Planting	13-19m spacing	Medium sized street trees, semi-mature, centred in line with car parking, granite setts soldier course (200x100mm) to define tree pit, tree surround of self-binding gravel
	Lighting	18-24m spacing	Staggered and centred between street trees on line between FZ and MZ
	Cycle parking	near junctions	Groups of 3 stands in breaks between car parking
	Seating	50m spacing	Seating blocks 1.2x1.2m, or Benches with arms and backs, double-sided where appropriate
MZ	Movement Zone	Minimum 1.75m	Free of any obstacles, see FW for materials
PS	Privacy Strip	1.5m	For residential ground floors, walls/fences/hedges to mark boundary, granite setts soldier course (200x100mm) to mark boundary at entrance
SZ	Spill-out zone	1.5m	For non-residential ground floor uses, footway pavement to extend to building line, granite setts soldier course (200x100mm) to mark boundary



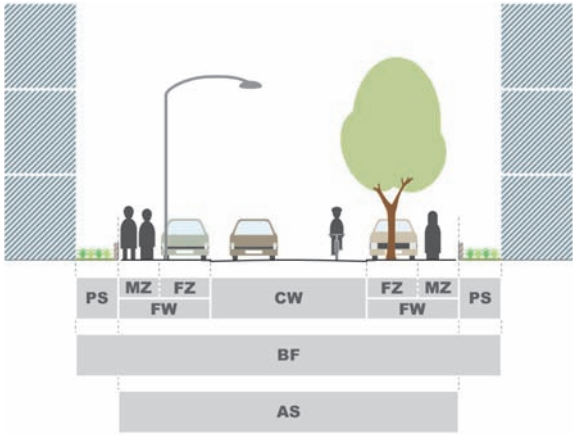


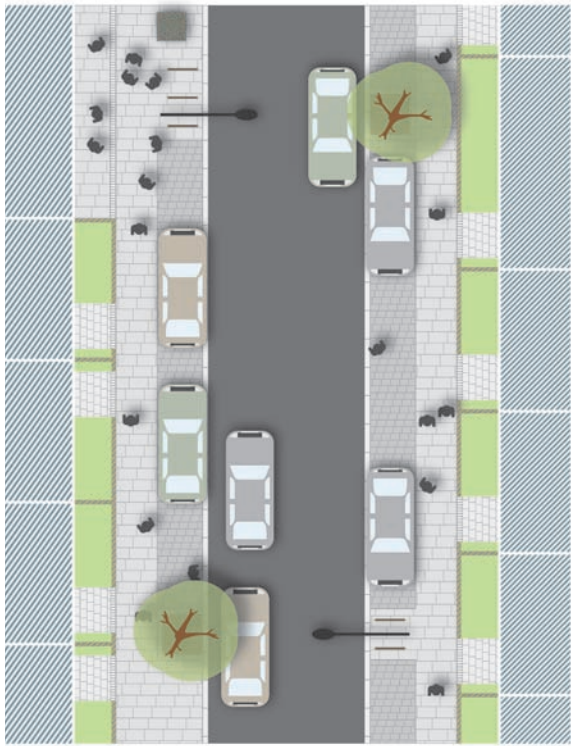
Street Section and Plan, Scale 1:250

PR2.3 Secondary Street

The Secondary Street Type is the second common street type in Middlehaven. It is not intended to accommodate through traffic and all trips on this street should have a local purpose. This street type provides mainly access to the internal areas of superblock (see definition in Development Codes LS). Through their design formal pedestrian crossing facilities should not be required as pedestrian should be able to cross the carriageway with easy owing to relatively low vehicle flows and speeds.

Ref	Parameter	Requirements	
		Dimension	Specification
BF	Building Face-Face	15.0m	
AS	Adopted Space	12.0m	
CW	Carriageway	5.5m	Asphalt
FW	Footway	Min. 3.25m	Grey granite kerb, fine picked, 150mm wide, 100mm upstand/50mm upstand for car parking
			Pre-cast concrete slabs 600x900mm, recycled materials to be used where feasible
FZ	Furniture Zone	1.8m	Accommodates car parking, trees, lighting, cycle parking and seating
	Car Parking	1.8x5.5m	Large element concrete block paving, 240x320mm, Pennant Grey, bound as footway slabs, parallel, raised to footway level, 3 spaces in a row followed by break
	Tree Planting	20m spacing	Medium sized street trees, semi-mature, staggered and centred in line with car parking, granite setts soldier course (200x100mm) to define tree pit, tree surround of self-binding gravel
	Lighting	20m spacing	Staggered and centred between street trees on line between FZ and MZ
	Cycle parking	near junctions	Groups of 3 stands in breaks between car parking
MZ	Movement Zone	Minimum 1.45m	Free of any obstacles, see FW for materials
PS	Privacy Strip	See Code F-3	For residential ground floors, walls/fences/hedges to mark boundary, granite setts soldier course (200x100mm) to mark boundary at entrance





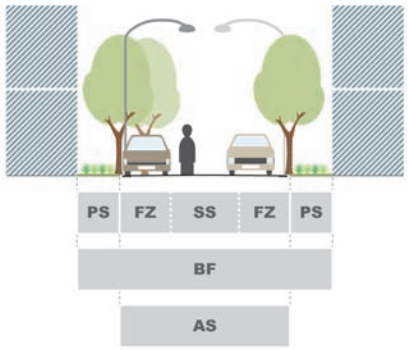
Street Section and Plan, Scale 1:250

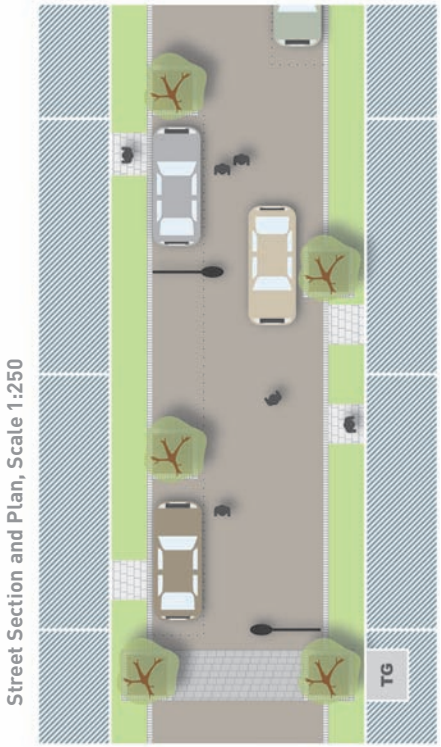
PR2.4 Shared Space Street

This street type is primarily characterised by the single surface that is used by both vehicular and pedestrian traffic creating a highly informal, personal environment, resulting in very low traffic speeds. Its use within the wider network in combination with its design means that those using these streets will almost certainly be there for a purpose related specifically within or adjacent to the street. Soft landscaping helps to increase the sense of enclosure within these streets and define privacy strips as well as appropriate areas within which vehicles should park. This street type applies mainly for north south routes through the internal areas of the superblock.

Newhall, Harlow

Ref	Parameter	Requirements	
		Dimension	Specification
BF	Building Face-Face	9.0m	
AS	Adopted Space	6.0m	
SS	Shared Space	6.0m	Shared Space for all users
			Asphalt wearing course with loose applied local stone chipping dressing
			Granite setts soldier course (200x100mm) to define kerb
FZ	Furniture Zone	1.8m	Accommodates car parking, trees, and lighting. Furniture zone alternates from one side of the street to the other
	Car Parking	1.8x5.5m	Alternating, 1-2 spaces in a row, steel studs at 0.5m centres to mark parking bays
	Tree Gate (TG)	1.8m	On approach to each intersection and central in streets longer than 60m, tree inset by 0.9m each, reclaimed granite setts (100x100mm) rumble strip
	Tree Planting	8-12m spacing	Small sized street trees, semi-mature, centred in line with car parking or inset by 0.9m, granite setts soldier course (200x100mm) to define tree pit, tree surround of self-binding gravel
	Lighting	12-15m spacing	Staggered and centred between street trees at back of kerb
PS	Privacy Strip	1.5m	For residential ground floors, walls/fences/hedges to mark boundary





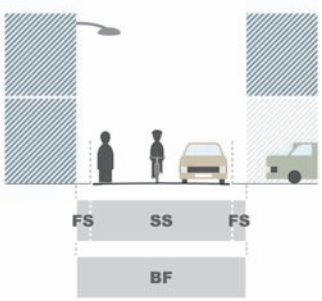
Street Section and Plan, Scale 1:250

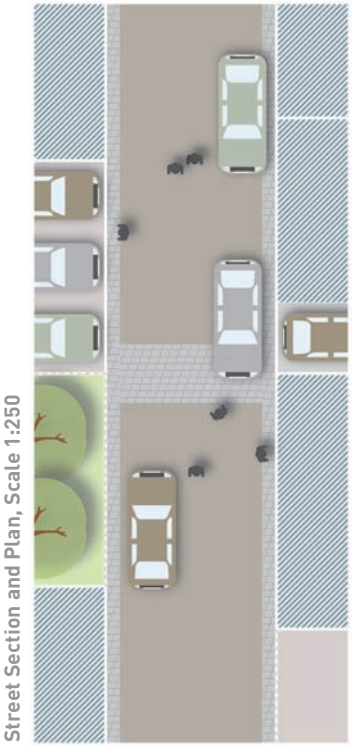
PR2.5 Mews / Service Lane

This is the lowest order street and provides pedestrian priority. Mews or Service Lane traverse the interior of a street block and provide access to the rear of properties. They have a less public character, may not be continuous, are possibly access controlled, and generally do not invite strangers to drive or wander through them. In some areas their primary function is access to the parking and servicing areas at the rear of properties, while in other locations they provide access to mews development and provide an intimate residential environment. The development at rear plot boundaries can be diverse and the public realm aims to provide a simple ordering element.

Ref	Parameter	Requirements	
		Dimension	Specification
BF	Building Face-Face	6.0m	
SS	Shared Space	6.0m	Shared Space for all users
			Asphalt wearing course with loose applied local stone chipping dressing
			Granite setts soldier course (200x100mm) to define kerb and edge of asphalt
FS	Front Strip	0.5m	Reclaimed granite setts (100x100mm) rumble strip
	Lighting	12-15m spacing	Wall-mounted

Accordia Development, Cambridge



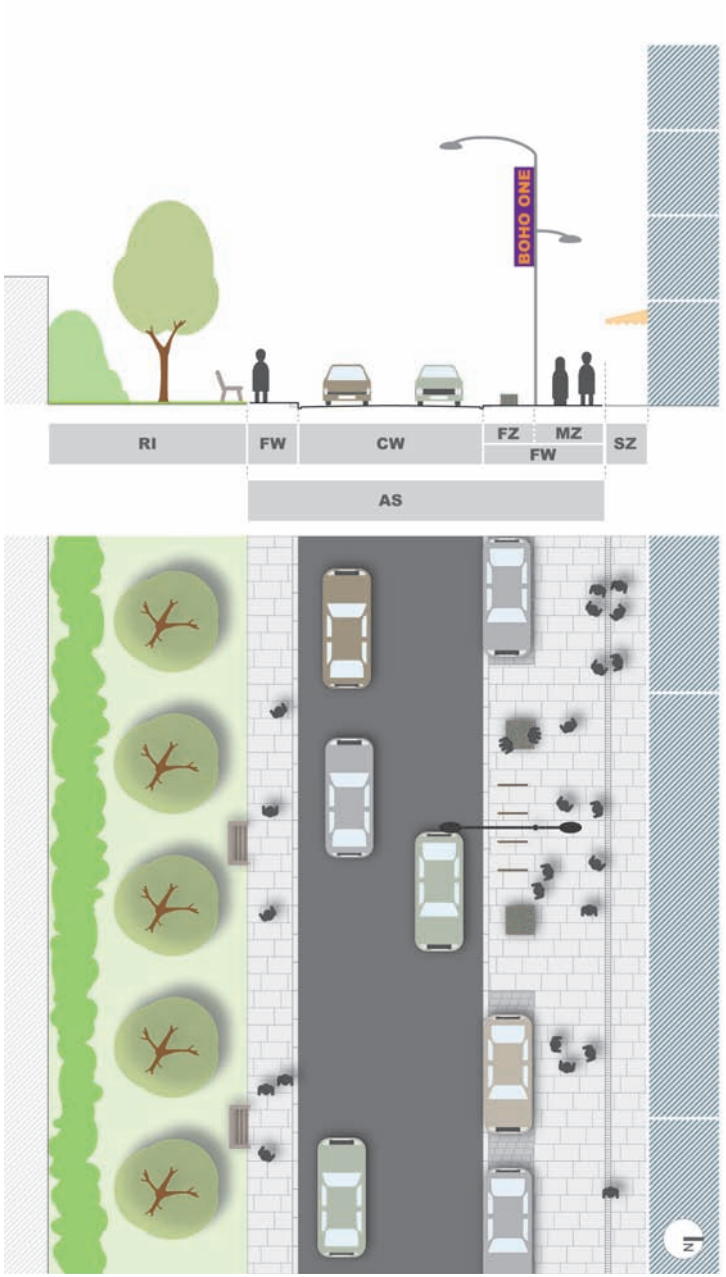


Street Section and Plan, Scale 1:250

PR2.6 Bridge Street West

Bridge Street West forms the interface between Middlehaven and the railway line. It is an important access route into the area from the west and through to the College and Middlesbrough Dock. It also forms an important arrival point into Middlehaven, being intersected by a number of routes from the town centre and also having an entrance/ exit at the railway station. Safe and legible crossing points will be established at each intersecting route. The design of the public realm should be distinct and attractive, and celebrate this gateway into Middlehaven. The spirit of the public realm design for Bridge Street East should be extended into Bridge Street West.

Ref	Parameter	Requirements	
		Dimension	Specification
AS	Adopted Space	12.6m	
CW	Carriageway	6.5m	Asphalt
FW	Footway	Min. 4.3m (N) Min. 1.8m (S)	Grey granite kerb, fine picked, 150mm wide, 100mm upstand/50mm upstand for car parking
			Pre-cast concrete slabs 600x900mm, recycled materials to be used where feasible
FZ	Furniture Zone	1.8m (N)	Accommodates car parking bays, lighting, cycle parking and seating
	Car Parking	1.8x5.5m (N)	Large element concrete block paving, 240x320mm, Pennant Grey, bounded as footway slabs, parallel, raised to footway level, 2-3 spaces in a row followed by break
	Tree Planting	10m spacing	Medium sized street trees, semi-mature, set within existing green space along south side
	Lighting	18-24m spacing	Centred between car parking on line between FZ and MZ
	Cycle parking	50m spacing	Groups of 3 stands in breaks between car parking
	Seating	50m spacing (N) 25m spacing (S)	Seating blocks 1.2x1.2m (N) Benches with arms and backs (S)
MZ	Movement Zone	Min. 2.5m (N)	Free of any obstacles, see FW for materials
SZ	Spill-out zone	1.5m	For non-residential ground floor uses, footway pavement to extend to building line, granite setts soldier course (200x100mm) to mark boundary
RI	Railway Interface		A landscaped space with native tree planting and wildflower meadow areas and a mown grass margin a minimum of 3m at back of footway



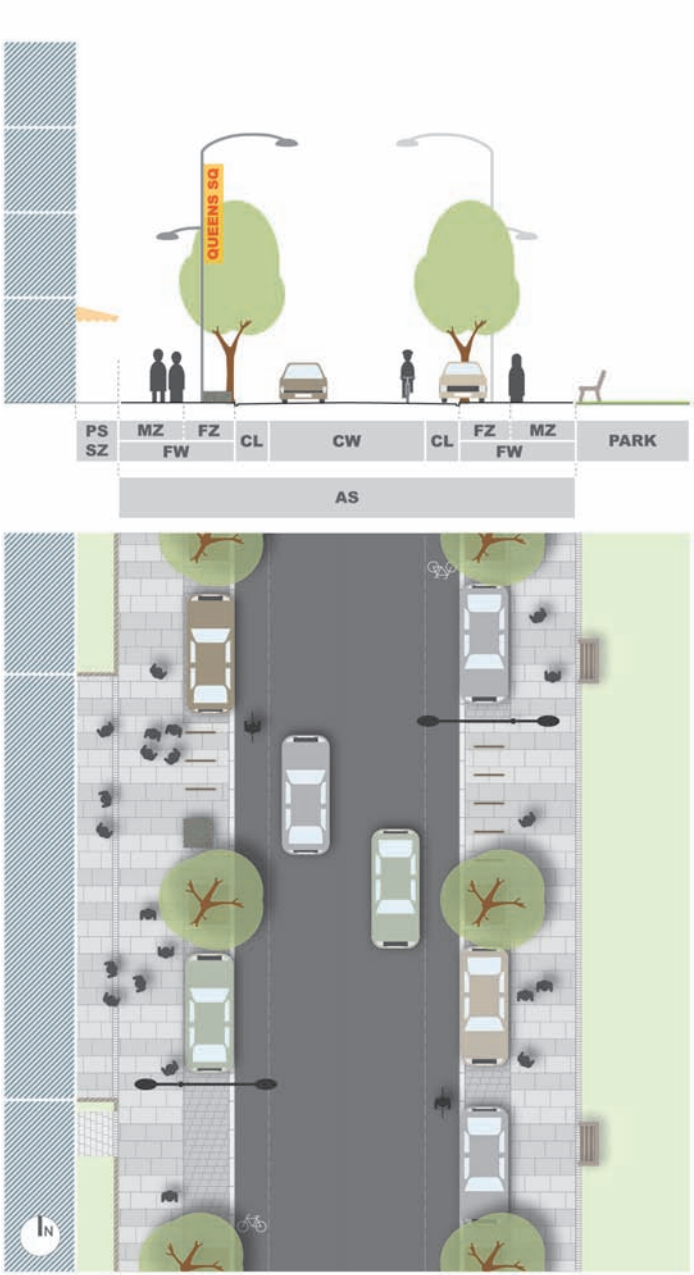
Street Section and Plan, Scale 1:250

Street Type Library

PR2.7 Cleveland Street Corridor

The Cleveland Street Corridor is the primary route connecting the town centre via the Railway Station with Middlehaven and the River. Although this street already exists, it will be transformed to become a pedestrian friendly and attractive walking corridor with a number of interesting, friendly and useful open spaces that bring people from the town centre into Middlehaven. A special footway pavement pattern together with feature lighting makes this route stand out from other streets, easily identifyable, and emphasising its special role.

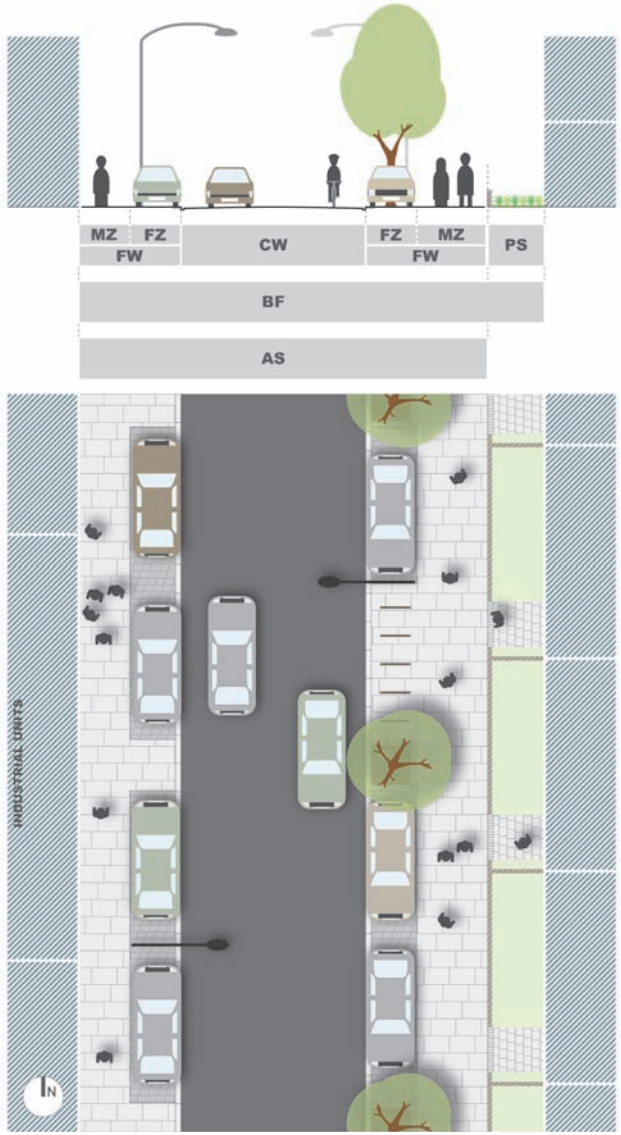
Ref	Parameter	Requirements	
		Dimension	Specification
AS	Adopted Space	16.1m	
CW	Carriageway	5.5m	Asphalt
CL	Cycle Lane	1.2m	Asphalt, white line
FW	Footway	Min. 4.1m	Grey granite kerb, fine picked, 150mm wide, 100mm upstand/50mm upstand for car parking
			Pre-cast concrete slabs 600x900mm, recycled materials to be used where feasible, Natural and Charcoal organised randomly in strips, no more than 3 strips of one colour in sequence
FZ	Furniture Zone	1.8m	Accommodates car parking bays, trees, lighting, cycle parking and seating
	Car Parking	1.8x5.5m	Large element concrete block paving, 240x320mm, Pennant Grey, bounded as footway slabs, parallel, raised to footway level, 2-3 spaces in a row followed by break
	Tree Planting	13-19m spacing	Medium sized street trees, semi-mature, staggered and centred in line with car parking, granite setts soldier course (200x100mm) to define tree pit, tree surround of self-binding gravel
	Lighting	18-24m spacing	Centred between car parking on line between FZ and MZ
	Cycle parking	50m spacing	Groups of 3 stands in breaks between car parking
	Seating	50m spacing (W) 25m spacing (E)	Seating blocks 1.2x1.2m (W) Benches with arms and backs (E)
MZ	Movement Zone	Min. 2.4m	Free of any obstacles, see FW for materials
SZ	Spill-out zone	1.5m	For non-residential ground floor uses, footway pavement to extend to building line, granite setts soldier course (200x100mm) to mark boundary
PS	Privacy Strip	1.5m	For residential ground floors, walls/fences/hedges to mark boundary, granite setts soldier course (200x100mm) to mark boundary at entrance



PR2.8 Stockton Street / Commercial Street (west)

Stockton Street and Commercial Street (west) form the western and northern edge of Middlehaven where it interfaces with the industrial area beyond. It connects back into the retail core via Boundary Road and in the future will also lead to the river promenade. The design of this route needs to offer a quality walking environment and also create a buffer with a recessed frontage line to appropriately address this juncture.

Ref	Parameter	Requirements	
		Dimension	Specification
AS	Adopted Space	14.4m	
CW	Carriageway	6.5m	Asphalt
FW	Footway	Min. 3.6m (W) Min. 4.3m (E)	Grey granite kerb, fine picked, 150mm wide, 100mm upstand/50mm upstand for car parking
			Pre-cast concrete slabs 600x900mm, recycled materials to be used where feasible
FZ	Furniture Zone	1.8m	Accommodates car parking bays, trees (only E), lighting, cycle parking (only E)
	Car Parking	1.8x5.5m	Large element concrete block paving, 240x320mm, Pennant Grey, bounded as footway slabs, parallel, raised to footway level, 2-3 spaces in a row followed by break
	Tree Planting	13-19m spacing	Medium sized street trees, semi-mature, staggered and centred in line with car parking, granite setts soldier course (200x100mm) to define tree pit, tree surround of self-binding gravel
	Lighting	18-24m spacing	Centred between car parking on line between FZ and MZ
	Cycle parking	50m spacing	Groups of 3 stands in breaks between car parking
MZ	Movement Zone	Min. 1.8m (W) Min. 2.5m (E)	Free of any obstacles, see FW for materials
PS	Privacy Strip	2.0m (E)	For residential ground floors, walls/fences/hedges to mark boundary, granite setts soldier course (200x100mm) to mark boundary at entrance



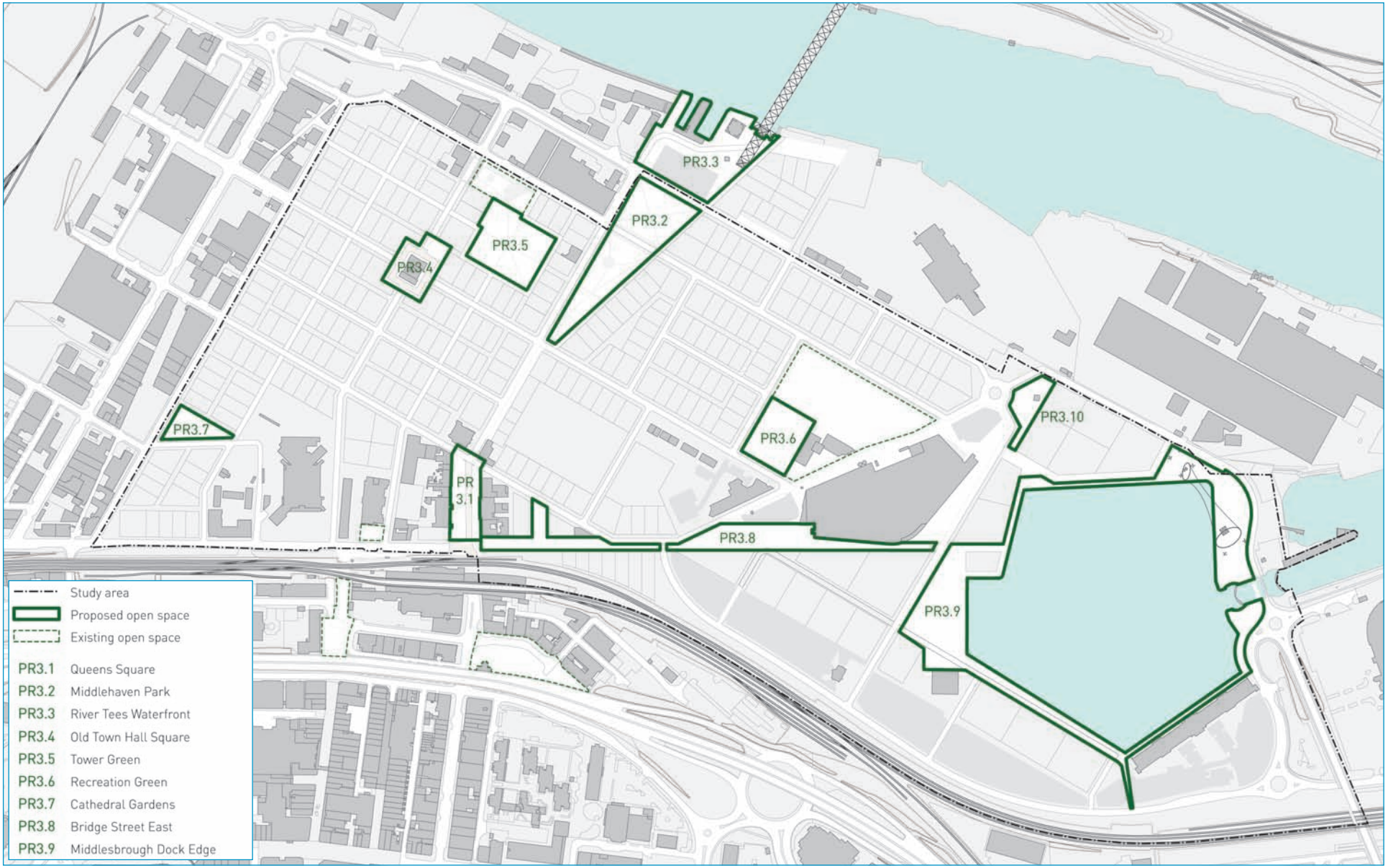
PR3
Public Space Design Guide

The following pages contain guidance for each public space in Middlehaven that was identified by the Development Framework.

The guidance sets out the aspired character and principal design requirements for each space. This design brief should form the starting point for the detailed design of these spaces. Achieving the highest quality design for these space is important to achieving a step change in image and perception of Middlehaven. To ensure innovative, exciting and fitting design solutions the design of some of these spaces should be subject to a national or international design competition. This will provide a wider range of solutions to choose from, but also stipulate wider interest and media coverage.

This guidance covers the following spaces which are identified in Regulating Plan PR3.R opposite:

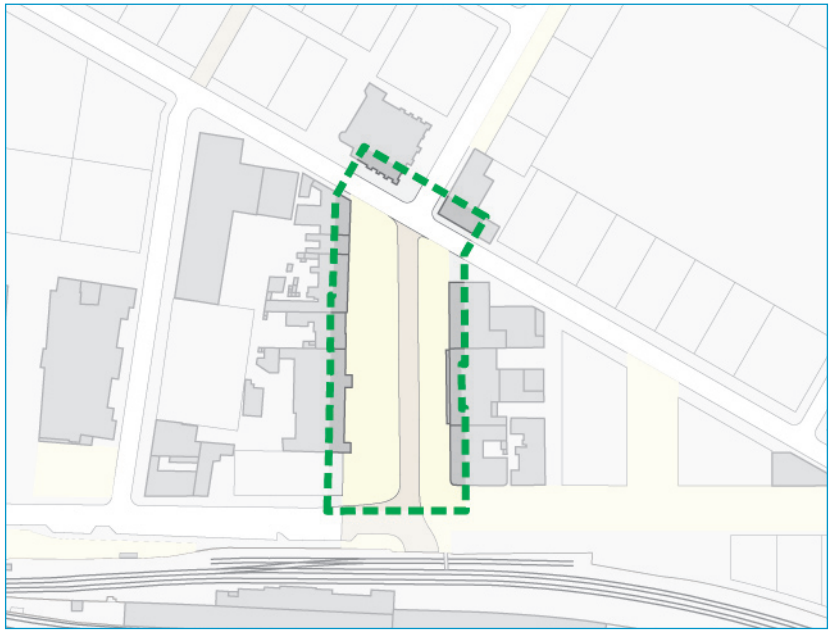
Code	Public Space
PR3.1	Queens Square
PR3.2	Middlehaven Park
PR3.3	River Tees Waterfront Space
PR3.4	Old Town Hall Square
PR3.5	Tower Green
PR3.6	Recreation Green
PR3.7	Cathedral Gardens
PR3.8	Bridge Street East
PR3.9	Middlesbrough Dock Edge
PR3.10	Clock Tower Square



REGULATING PLAN PR3.R - Open Spaces

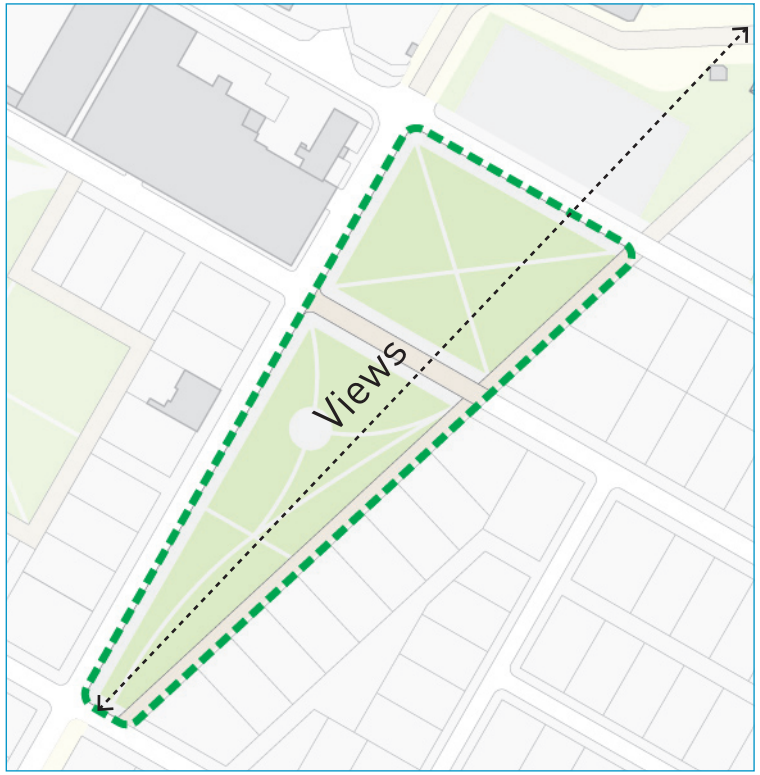
PR3.1 Queens Square

Aspirations	
Character	Design Requirements
The historic Queens Square will be rejuvenated with pavements widened and the promotion of active ground floor uses that enliven the space. The area will have high levels of pedestrian activity with the selection of materials, furniture and lighting selected to reflect the streets use and civic quality.	• Mitigate the impact of vehicular traffic along Queens Square through the design of the public realm; • Provide formal street tree planting on both sides of the street; • Respond to the character of historic development surrounding the space and enhance the conservation area; • Provide opportunities for outdoor seating, eating, and create a meeting place for social activities, particularly along its west facing pavements that can take advantage of exposure to the sun during the second half of the day; • Provide formal pedestrian crossings on all arms of the junction with Bridge Street (East and West) and with Gosford and Lower Gosford Street; • Consider the use of natural stone at the square to make reference to its historic setting, a transition between materials should take place at junctions; and • The space forms part of the Cleveland Street Corridor (ST6), and its design approach and specification of materials, furniture and lighting should conform with the other parts of the corridor.



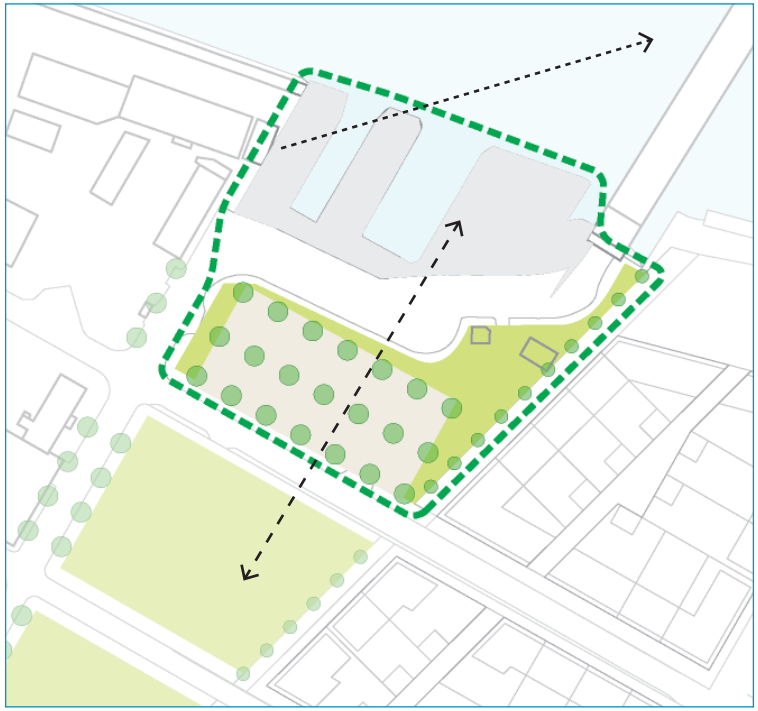
PR3.2 Middlehaven Park

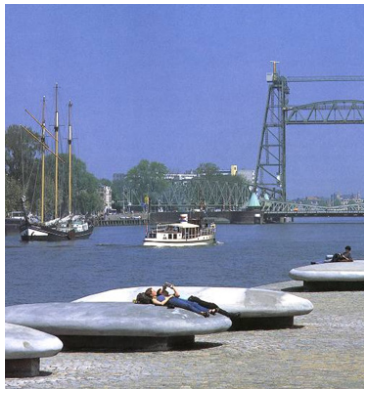
Aspirations	
Character	Design Requirements
Middlehaven Park is to become an new focus for Middlesbrough. It enhances the setting of the Transporter Bridge and creates an attractive gateway into Middlehaven and the town centre. It is a multifunctional space with different landscape areas that offer a variety of open space qualities and amenities. To the south the design will be structured with formal tree planting and multi-purpose grass areas, whilst to the north a wilder landscape treatment is proposed, possibly accommodating a wetland zone, wild flower meadows or pocket woodland planting. The southern tip of the square should have an urban character with hard landscaping.	• Provide a sequence of character zones with different landscape approaches in the park from south to north, including native tree and shrub planting and species rich grassland; • Include woodland and wildflower meadow planting as a means to enhance bio-diversity; • Explore the incorporation of SUDS features including swales and ponds for surface drainage, rainwater retention, biodiversity and as landscape features; • Emphasise views from this strategic location towards the Transporter Bridge; and vice-versa, from the bridge towards the town centre; • Provide permeable edges to the park that provide access and visual links in and out of the park, and natural surveillance through overlooking from adjacent properties; • Provide cycle parking, seating, litter bins and information at entrances and on main routes through the park; • Provide for both formal and informal recreation with a variety of amenity spaces including multi-purpose lawns, tranquil and more intimate zones with benches and planting for rest activities and other landscape and heritage features that provide interest; • Provide a play space designed for children from the age of 4 to 8 years old in accordance with requirements for a Local Equipped Area For Play (LEAP), combined with a Neighbourhood Equipped Areas of Play (NEAP) designed for 8-14 year olds to create a destination for families. The play space will cover approximately 1,000 square metres and will be located not less than 20 metres from the adjacent properties in the north section of the park; • The park will be unlit at night to limit the impact on light sensitive species, however the main pedestrian routes across will be lit; • The space forms part of the Cleveland Street Corridor PR2.7, and particularly at the interface with Cleveland Street its design approach and specification of materials, furniture and lighting should conform with the other parts of the corridor; and • The part of Commercial Street that traverses the park should provide pedestrian priority crossing points at desire lines or alternatively should be executed as a shared surface street.



PR3.3 River Tees Waterfront Space

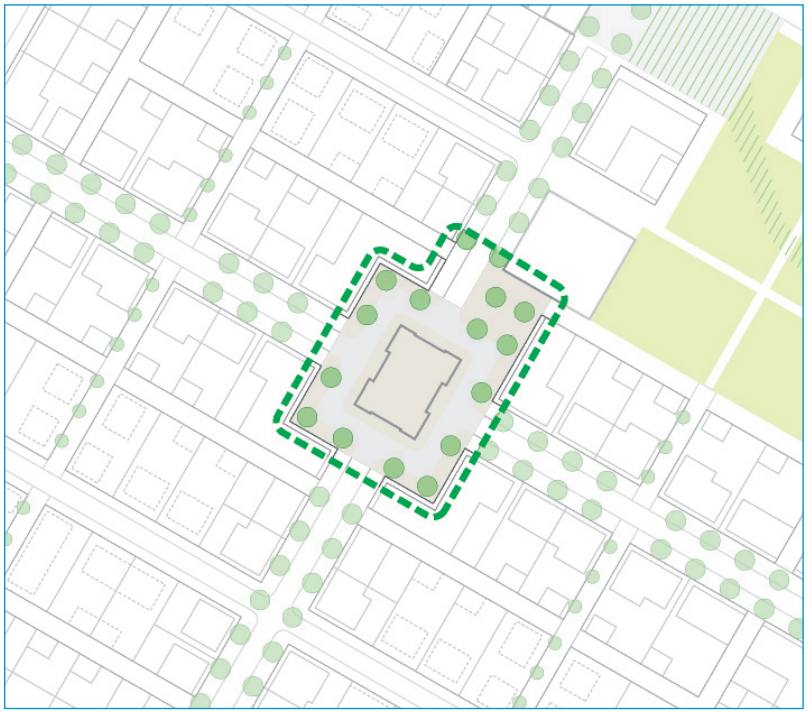
Aspirations	
Character	**Design Requirements**
River Tees Waterfront Space is a "forgotten" public space next to the old wharf. This is to be transformed into a new river terrace, offering exciting views onto the Transporter Bridge and along the river.	• Provide a high quality waterfront space that celebrates views onto the Transporter Bridge and the River and acts as a distinct and welcoming arrival space into Middlehaven; • Respond to the history of the place, and the heritage of the listed Transporter Bridge in particular, through the design and choice of materials; • Refurbish and integrate the Old Wharf into the public space design, providing public access where appropriate. Explore the continuation of its use as shipyard for education purposes or as a living museum; • Incorporate access to the Transporter Bridge and its lanes for waiting traffic in the public realm as a shared surface; • Investigate the possibility of a landing stage for occasional river services and provide access to the water; • Consider the development of a cafe or other public focal point to animate the waterfront and encourage people to stay longer. Such a building should be situated close to the river for people to enjoy views to the river and to also serve sitting out areas next to the river; • Maximise views to the river and the Transporter Bridge from approaching routes; • Provide formal and informal seating close to the River and at places with views to the Transporter Bridge and the Wharf. Public space design to consider orientation to the sun, the river and shelter from wind; • Consider the provision of feature lighting, public art or a water feature to further attract and retain visitors; and • The design of the space must adhere to a common design approach (such as common elements or design) to make it part of the Cleveland Street Corridor (PR2.7).

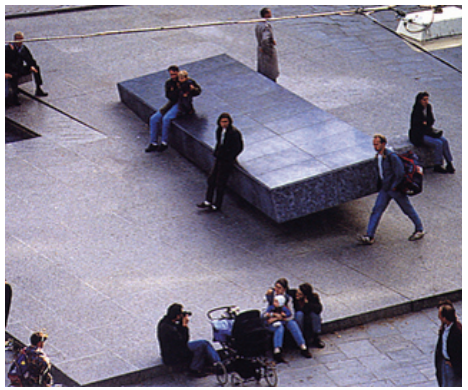




PR3.4 Old Town Hall Square

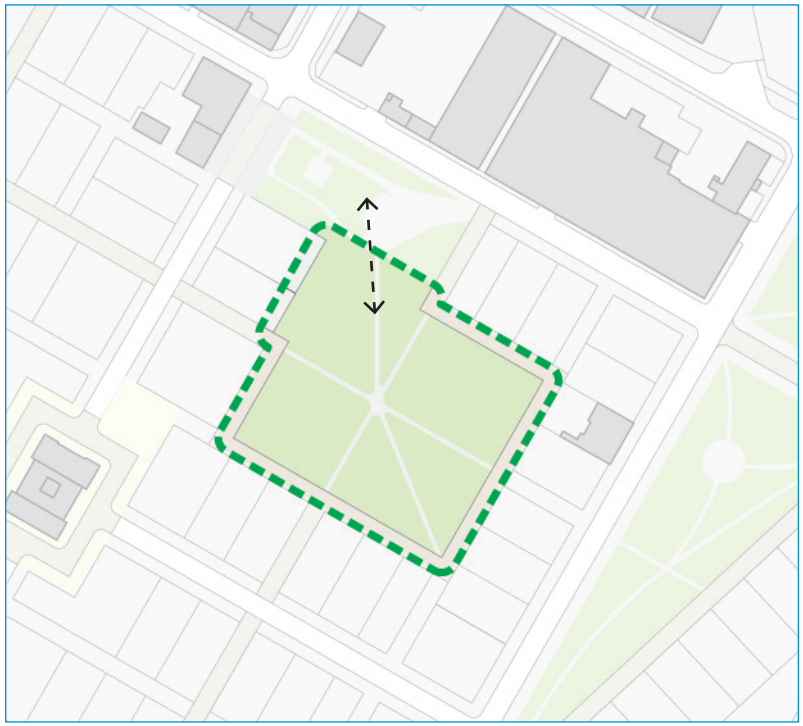
Aspirations	
Character	Design Requirements
Old Town Hall Square will be a new formal square on the site of the historic 'Market Place'. Enclosed by development and with formal tree planting it provides an appropriate setting for the refurbished Old Town Hall that is to become a focus for the local community. Situated on St. Hilda's Hill, at the intersection of the two central axes through Middlehaven, the space will offer long views towards the river, Middlesbrough Town Centre and the College. Marked by the Old Clock Tower the space will provide a strong visual focus in Middlehaven.	• Integrate the streets into the public space design as shared surface. Provide a traffic calmed one-way system around the Old Town Hall with limited on-street parking to maximise space for pedestrian and to enhance the setting of the listed building; • Provide a hard landscaped square with a formal design and regular tree planting; • Make reference to the rich history of this place as centre of St. Hildas and former market place; • Provide opportunities for outdoor sitting, eating, and as a meeting place for social activities, particularly in the corners of the square and in places where there are long views; • Provide seating in places where there are long views along the streets and where street life can be observed; • Select materials, furniture and lighting to reflect the civic nature of this space; and • The use of natural stone should be considered at the square to make reference to its historic setting. A transition between materials should take place at the edge of the square;





PR3.5 Tower Green

Aspirations	
Character	Design Requirements
The existing Tower Green green space will be transformed into an intimate open space with children's play areas, community gardens and allotments. It may also provide a dedicated outside space for a primary school or nursery in the area.	• Retain and integrate existing trees, provide a greater diversity of landscaped areas including native tree and shrub planting and species rich grassland; • Include a play space designed for children from the age of 4 to 8 years old in accordance with requirements for a Local Equipped Area For Play (LEAP). The play space will cover approx. 200 square metres and will be located not less than 10 metres from adjacent properties. The play space will be designed to encourage informal play with a variety of high quality play equipment including multi activity and individual play equipment. This facilitates a wide range of activities including balancing, rocking, agility, sliding as well as social play and interaction. All play equipment will be placed within a poured rubber safety surface and seating will be provided for carers; • Provide dedicated community garden and allotment zones within the Green for the new community to plant and grow herbs, fruit and vegetables, contribute to the environment and promote healthy lifestyle. The allotments will be enclosed by a perimeter fence with matching gates; • Provide a wheel chair accessible pedestrian connection with the MyPlace space to the north; and • Enclose the Neighbourhood Green Space with railings with gated access and with no public access during the hours of darkness to reduce opportunities for anti social behaviour. Footways to follow pedestrian desire lines and be designed to provide clear lines of sight across the space.

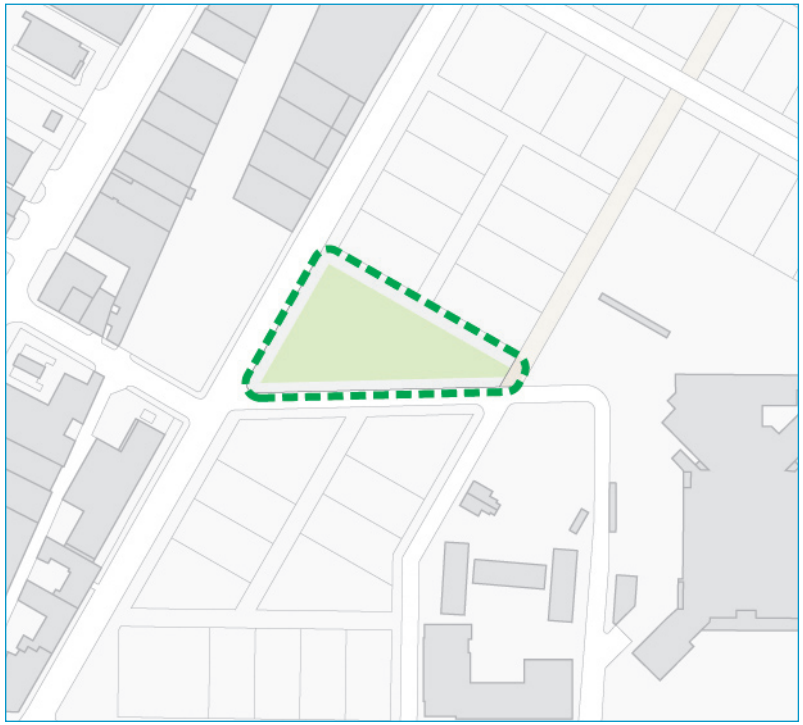


PR3.6 Recreation Green

Aspirations	
Character	Design Requirements
The Recreation Green is the extension of the College Sports Fields and will provide multi-games and tennis courts, for the use by the wider community.	• Provide a multi-use games court (MUGA) and other sports pitches within a well landscaped setting, that is laid out in manner which allows informal surveillance from adjacent properties; • Enclose the area with a perimeter fence with matching gates. The facility will be unlit and closed during the hours of darkness. A joint operation and access from the College Sports Fields should be explored; and • Provide litter bins, seating and cycle stands.

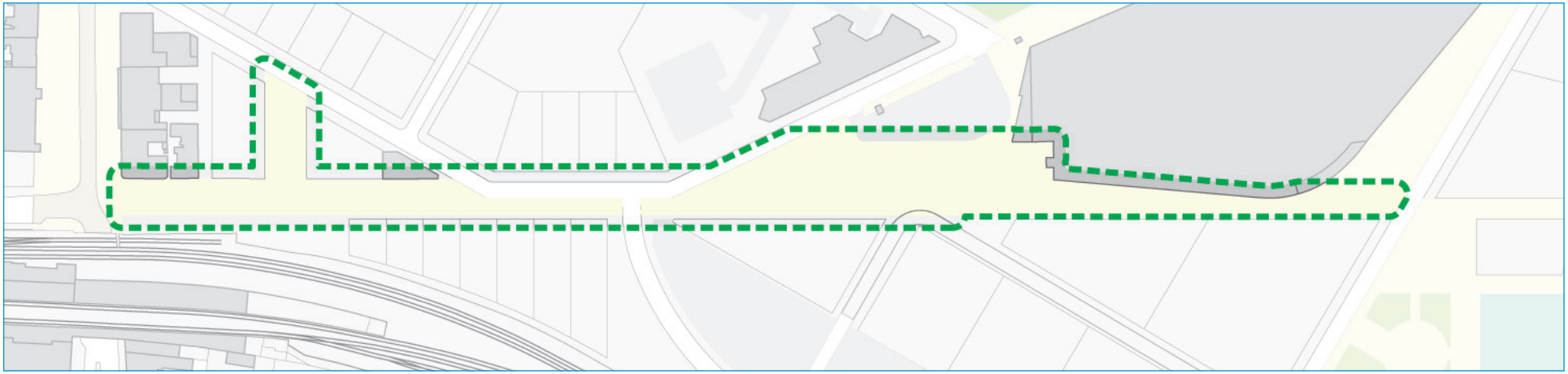
PR3.7 Cathedral Gardens

Aspirations	
Character	Design Requirements
Cathedral Gardens is a new pocket green space with children's play facilities to serve its surrounding community.	• Design of the Gardens to be be formally laid out as a predominantly green space incorporating lawns, trees and shrub planting to cater for both formal and informal recreation; • Enclose with railings with gated access and with no public access during the hours of darkness to reduce opportunities for anti social behaviour. Footways will follow pedestrian desire lines and be designed to provide clear lines of sight across the space; and • Include a play space designed for children from the age of 4 to 8 years old in accordance with requirements for a Local Equipped Area For Play (LEAP). The play space will cover approximately 200 square metres and will be located not less than 10 metres from adjacent properties. The play space will be designed to encourage informal play with a variety of high quality play equipment including multi-activity and individual play equipment. This facilitates a wide range of activities including balancing, rocking, agility, sliding as well as social play and interaction. All play equipment will be placed within a poured rubber safety surface and seating will be provided for carers. Seating for carers to be provided.



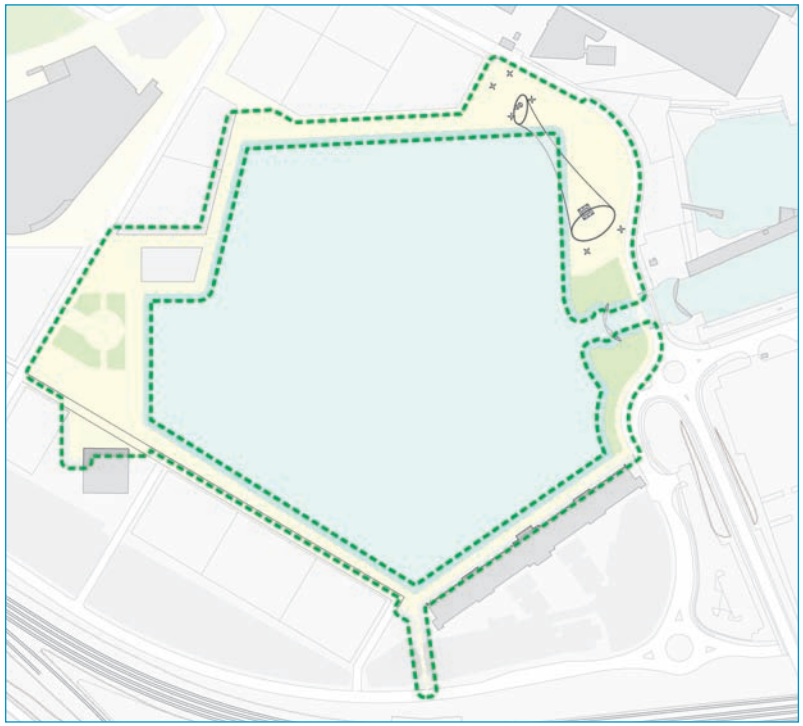
PR3.8 Bridge Street East

Aspirations	
Character	Design Requirements
Bridge Street East is an enhancement of Bridge Street to form an attractive gateway space into Middlehaven, extending the design quality of the Bridge Street East scheme up the pocket square to Lower Gosford Street.	• Extend the Bridge Street East public space design into the new pocket square that connects with Lower Gosford Street; and • Create a wider pavement to the southern side of Lower Gosford Street / Bridge Street East / Dock Street together with a pedestrian priority crossing point following the desire line at the junctions with Windward Way and Bridge Street East.



PR3.9 Middlesbrough Dock Edge

Aspirations	
Character	Design Requirements
Middlesbrough Dock Edge will provide a circular route around the dock that leads through different hard and soft spaces.	• The treatment of the dock edge should explore different relationships of the public realm with the water body including bringing people in close contact with the water for example by providing floating platforms or jetties. • The dock edge should become a major new amenity space for Middlehaven, provide a focus for outdoor and recreational activity and be particularly attractive for students of the adjacent college.



PR3.10 Clock Tower Square

Aspirations	
Character	Design Requirements
Clock Tower Square is a new public space enhancing the setting of the old Clock Tower	• A public realm scheme has already been implemented but the space would benefit from some use, such as a bar or cafe to animate the space.