



Tees Valley
Regeneration



**The Greater Middlehaven
Strategic Framework Plan**



ALSOP



 **King Sturge**

MARTIN STOCKLEY ASSOCIATES 
Consulting Engineers 



DAVIS LANGDON




English Partnerships
The National Regeneration Agency



 Project Part-Financed
by the European Union
European Regional
Development Fund

“At first The Plan may raise eyebrows – many people will be surprised at the bravery of planning such a scheme in Middlesbrough but for too long we have not just accepted second best, we have expected it. Middlehaven will be the spark which lights the touchpaper for the regeneration of the Tees Valley – a physical transformation and a personality change, heralding a new era.”

Joe Docherty – Chief Executive, Tees Valley Regeneration

“Middlehaven is the bedrock on which the future of our town will depend. The scale of our ambition sends an important message out to entrepreneurs and developers that Middlesbrough is open for business.”

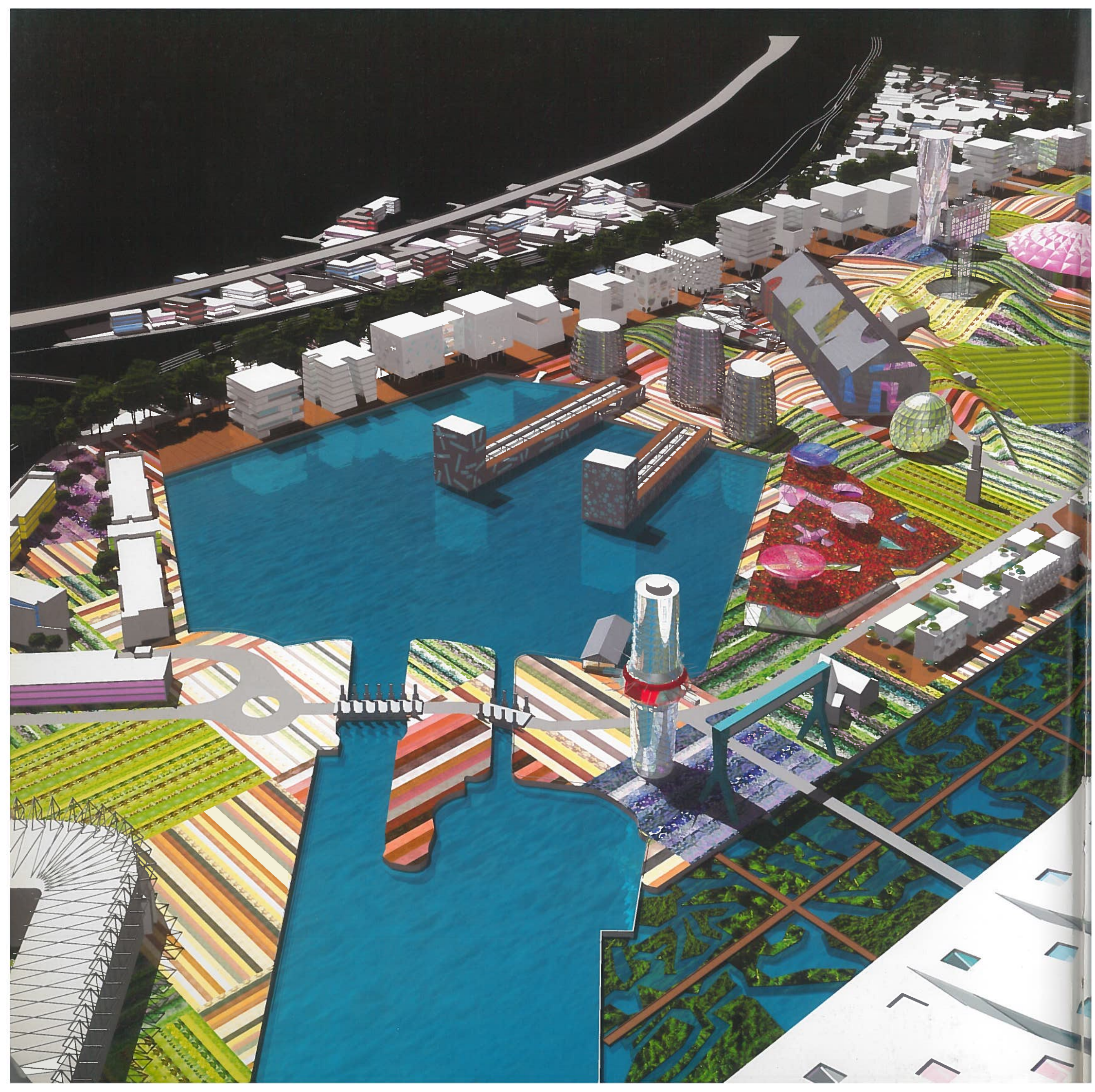
Ray Mallon – Mayor of Middlesbrough

“English Partnerships has already invested £18 million pounds into this exciting project – in infrastructure, site clearance and ground preparation. This tremendously impressive plan represents the critical next step in making Middlehaven a reality.”

Neil Bradbury – Regional Director North East & Yorkshire, English Partnerships and Tees Valley Regeneration Board Director

“This ground-breaking scheme will do wonders for raising the profile of Middlesbrough and the wider region. It is set, not only to attract much comment, but vital investment into this part of the world.”

Margaret Fay – One NorthEast Chairman





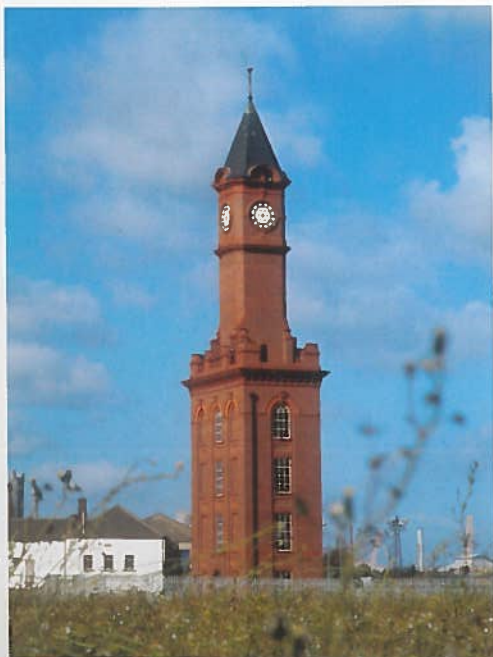
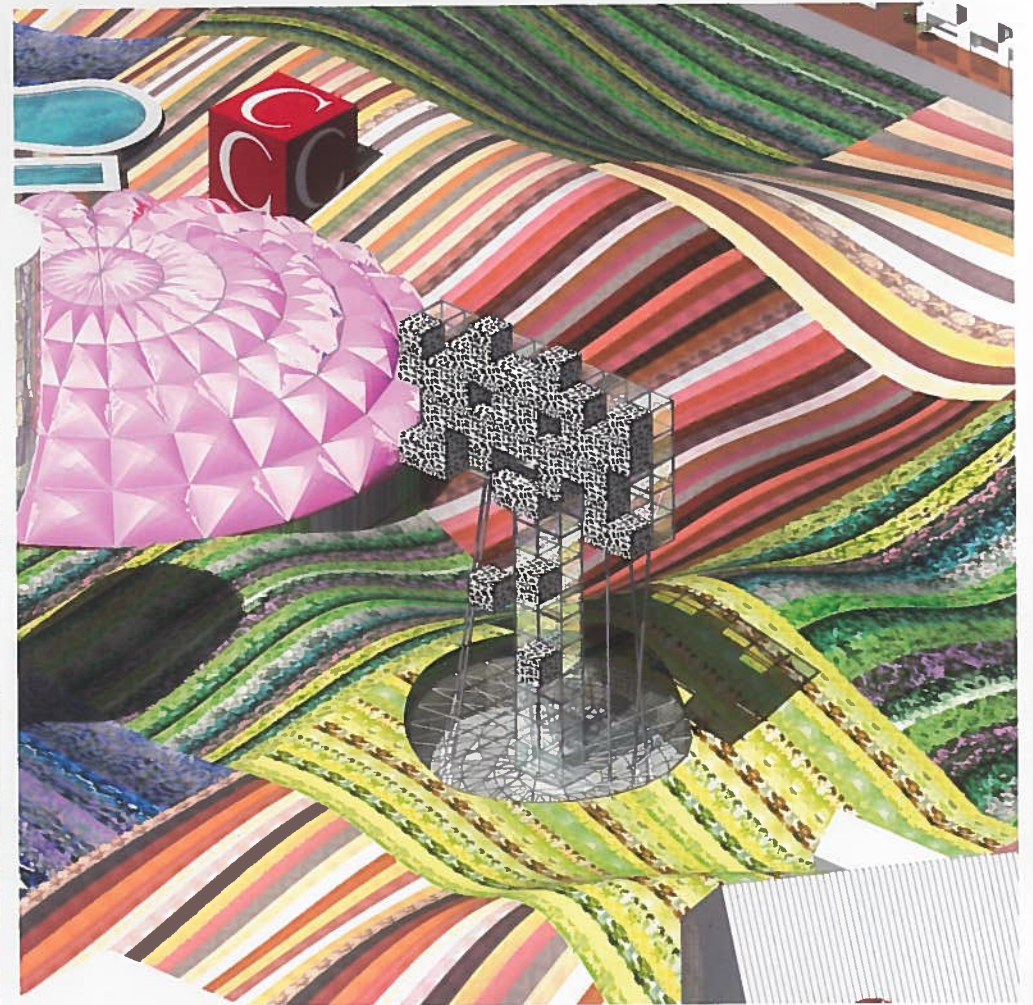
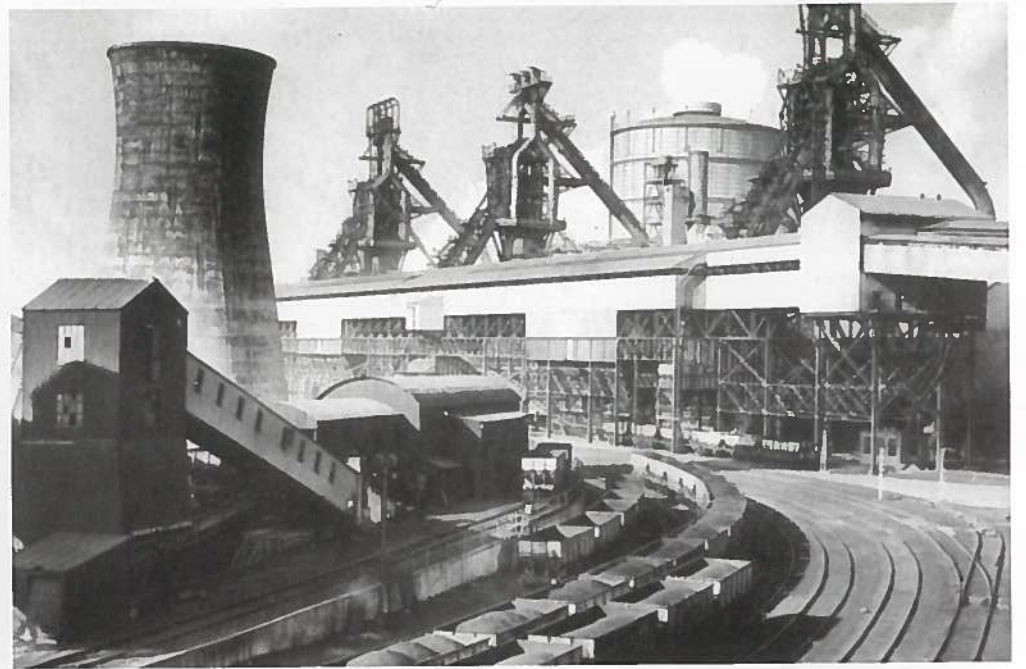
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The Greater Middlehaven Strategic Framework Plan is supported by the following documents:

Developer Workshop Report (IDC)
Middle X Report (Adventure Concepts)
Market Appraisal Report (IDC and King Sturge)
Costings Report (Davis Langdon)
Economic Appraisal (Genecon)

Greater Middlehaven in 2025 is an extraordinary, beautiful and prosperous environment.



Executive Summary

Middlehaven is one of Tees Valley Regeneration's flagship sites. Since 1998, English Partnerships, Middlesbrough Council and One NorthEast have been working in partnership to regenerate Greater Middlehaven. English Partnerships have completed the first phase of works, reclaiming 40 acres of land around Middlesbrough Dock and a developer has been appointed to deliver the first phase of office development. More than 40 million pounds of public sector funding has been secured to bring forward further development in the area.

Greater Middlehaven has been the subject of a wide range of development framework and technical studies since 1998. In being appointed by Tees Valley Regeneration in September 2003, Alsop's brief has been to build on this work in order to create a new Vision for Greater Middlehaven that will inspire and excite and firmly establish the area as a waterfront destination of international significance.

The Plan described in this document will regenerate and re-position not only the town of Middlesbrough but also the whole Tees Valley Corridor, providing the impetus for a comprehensive approach to the whole area. Providing as the essential starting point a groundbreaking piece of design for the 250 acre site, The Plan crucially also provides the framework which will enable these ideas to be implemented and carried through to realisation. Our market appraisals show that the proposed developments are commercially viable within three major phases. Separate documents outline the approach required to secure the assessed costs involved. Our developer workshops have given this plan additional commercial validity and credibility. The developers clearly responded to the new ambitious approach to Middlehaven and feel that this is needed to ensure it is sustainable commercial success.



1.0

Introduction

Tees Valley Regeneration was established by the Office of the Deputy Prime Minister in 2002. It is one of a number of Urban Regeneration Companies established by the Government to champion and stimulate investment in the areas which need it most.

The Tees Valley Regeneration

Tees Valley Regeneration is owned by the national regeneration agency English Partnerships, the regional development agency One NorthEast and the five Tees Valley local authorities (Darlington, Hartlepool, Middlesbrough, Stockton-on-Tees and Redcar & Cleveland). These owners have significant budgets, planning and compulsory purchase powers, which Tees Valley Regeneration can access.

Tees Valley Regeneration's specific remit is to lead £1.5 billion of investment in land, property and infrastructure projects. By working with public sector partners on a range of major regeneration projects, Tees Valley Regeneration's aim is to unlock the door to private investment in commercial, leisure and residential opportunities, thereby boosting the local economy and creating jobs as well as improving the built environment of the Tees Valley and raising the benchmark for quality design.

To achieve its goals, Tees Valley Regeneration is leading five key projects across the Tees Valley, three of which are centred on the River Tees corridor. These are in Stockton-on-Tees, Hartlepool and Greater Middlehaven in Middlesbrough.

The Tees Valley Vision

The Tees Valley Vision is the long-term strategy for the revitalisation of the sub-region and Tees Valley Regeneration has a major role in delivering the physical and economic regeneration components. The Vision specifically highlights the potential for the revitalisation of the River Tees Corridor, thereby bringing about the transformation of the economy and environment of the whole sub-region. It is felt that, to date, full advantage has not been taken of the valley's most significant asset – the River Tees itself. Despite some successes – the Tees Barrage, Teesdale, the Riverside Stadium and the ongoing regeneration of Middlehaven – the opportunities of the area have not been fully exploited and the River Tees has not been reconnected to the communities it once served.

There is massive development potential throughout the Tees Valley. Covering 200,000 acres and with a population of 650,000, the ambition is that by 2020 the River Tees corridor will have become an internationally recognised waterfront destination.

Within the Tees Valley Vision, Stockton and Middlesbrough Councils have for the first time come together to establish a vision for their shared future. Their stated aim is to create a city-scale environment at the heart of the Tees Valley. The urban core of Stockton and Middlesbrough lies at the heart of the Tees Valley conurbation, encompassing the two town centres and the River Tees Corridor that joins them. It is an area with significant potential based around the development of high quality riverside sites and the creation of a city-scale infrastructure and atmosphere that builds on the strengths of both towns.

Middlesbrough is clearly a key element in delivering the Stockton Middlesbrough Initiative. The initiative will aim to create a dynamic and renewed urban centre for the Tees Valley which reflects the scale and aspirations which are capable of competing both regional and nationally.



2.0

The Context

The Tees Valley is the southern border of the North East Region and represents an area of almost 80,000 hectares covered by five local authorities.

Middlesbrough is the sub-regional centre of the Tees Valley providing the main town centre retail and commercial facilities in the area.

Covering an area of 250 acres (100 hectares), Greater Middlehaven sits between Middlesbrough town centre, the A66 and the River Tees. The brief has been to help fulfil Tees Valley Regeneration's ambition not simply to build out an empty site next to the town centre, but to create an environment radical and exciting enough to reposition the whole town internationally.



2.0 The Context



Middlesbrough by road



Middlesbrough by rail



The town of Middlesbrough is sited in the heart of the Tees Valley, cradled by the North York Moors to the south east and the foothills and dales of the eastern Pennines to the west. It is 250 miles north of London, 65 miles from Leeds, 50 miles from York and 40 miles south of Newcastle. It is bordered on its northern edge by the River Tees, which is 7 miles inland from the North Sea, and the important sea port of Teesport.

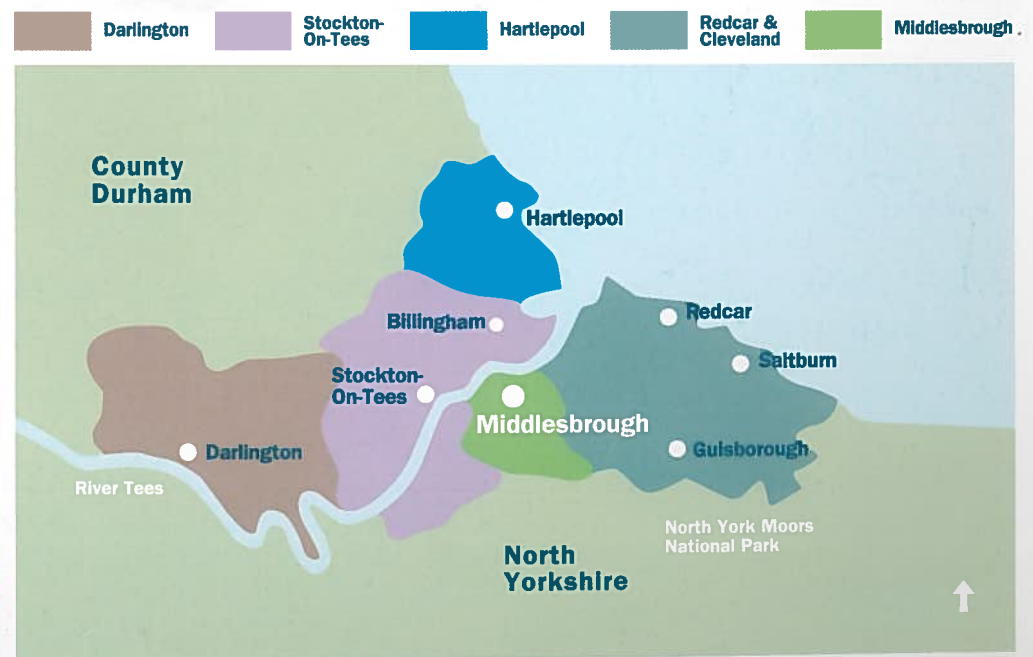
Middlesbrough is an accessible place and is at the heart of the strategic road and rail network. The A1(M) and A19 provide the key routes connecting it to north and south, while the A66 links east and west. The A174 and the A689 provide good local connections. There is a strong bus network which spreads across the town itself and into the surrounding area – this will be further enhanced as development at Middlehaven gets underway.

Middlesbrough by rail is well-placed. It is within close reach of the GNER East Coast Main Line from London to Scotland at Darlington Station and is part of the Trans Pennine network, as well as a number of sub regional services. By air, Teesside International Airport is nearby with Leeds/Bradford and Newcastle Airports providing other choices.

Opposite page: Greater Middlehaven, where the town of Middlesbrough first originated, sits between the town centre, the A66 and the River Tees. On the opposite bank of the river is Port Clarence in the borough of Stockton-on-Tees.



Roads and trains layout in the Tees Valley



The five Tees Valley Unitary Authorities



2.0 The Context

In Victorian times Middlesbrough was England's fastest growing town.

The Tees Valley

The population of Tees Valley is 650,000, representing just over a quarter of the population of the North East. The relative concentration of the population within the urban environments is a key characteristic. At the same time however the location provides immediate access to extensive coast and countryside.

The Town of Middlesbrough

Middlesbrough is the sub-regional centre of the Tees Valley providing the main town centre retail and commercial facilities in the region.

In the mid-19th century, Middlesbrough was one of England's fastest growing towns, owing its growth to an abundance of both coal and iron and to the River Tees. Joseph Pease, the founder of the Stockton & Darlington railway, laid the first bricks of Middlesbrough in what is now St. Hilda's, and in 1830 it had a population of 145. At this time, vast deposits of iron ore were discovered in the Eston Hills and only 40 years later the population had grown to 40,000. Factories, rolling mills and workshops inhabited the river banks. Marshland to the west of the town had been transformed into the Ironmasters' District – the industrial powerhouse of Middlesbrough's prosperity. Then, with fierce competition from Sheffield, Middlesbrough found a way of making steel from the local iron ore: the River Tees became 'the Steel River'.

In the 1960s the population peaked at nearly 160,000, but by 1980 the heavy industry that the town was built upon had almost gone and after 140 years of active service, Middlesbrough Dock closed and the prosperity of the town foundered.

Middlesbrough's Key Challenges

Middlehaven is today facing some key challenges:

- The decline of core/traditional economic sectors such as steel and chemicals – the service sector is not presently growing fast enough to replace these lost jobs and skills.
- A lack of economic diversity and a 'knowledge economy' that is currently under-developed.
- Widespread social exclusion.
- Housing market failure – over 50,000 dwellings are identified as being at risk of market failure in the Tees Valley.
- An under-performing property market.
- Low aspirations of many of the town's inhabitants.

Greater Middlehaven

Covering an area of 250 acres (100 hectares), Greater Middlehaven sits between Middlesbrough town centre, the A66 and the River Tees. The brief has been to help fulfil Tees Valley Regeneration's ambition not simply to build out the empty site next to the town centre, but to create an environment radical and exciting enough to re-position the whole town internationally.

The River Tees corridor stretches from the centre of Stockton-on-Tees to Teesmouth. It not only embraces the commercial and industrial heart of the Tees Valley but also areas of severe deprivation, together with large tracts of derelict land. With the closure of Middlesbrough Dock, Middlehaven inevitably became one such area. But today, the place where Middlesbrough was originally founded is once again on the verge of transformation.

2.1 Existing Studies

English Partnerships and its partners have commissioned a wide range of technical and desktop studies which address ground conditions, access and other matters and in 1998 David Lock Associates prepared urban design guidelines and a masterplan for the Greater Middlehaven area. This study was completed in January 2001, and identified some structuring principles for the redevelopment of the study area:

- To optimise the potential of the river and dock frontage in order to enhance amenity and create development value.
- To exploit the proximity of the site to the town centre through improved vehicular, pedestrian and public transport connections.
- To enhance the accessibility of the site through improved connectivity with the strategic road/rail networks.

David Lock Associates proposed that three core areas of Greater Middlehaven should be the focus for redevelopment. These were, firstly, Middlesbrough Dock itself and the land surrounding it; secondly, the Central Industrial Area; and thirdly, the land owned by Able UK with its substantial river frontage. The other adjoining areas of Cargo Fleet, the Riverside Stadium and St. Hilda's would offer secondary development opportunities. The proposals centred on the creation of a new urban village, supported by associated neighbourhood retailing and community facilities.

Other proposals were the creation of a new visitor destination, focused on the Dock. This included a mix of waterfront leisure/retail uses and potentially a new visitor attraction. In addition, there would be a provision for new office/business space.

English Partnerships also commissioned Sheppard Robson to prepare a masterplan specifically for Middlesbrough Dock, using the framework provided by the David Lock Associates study. Completed in April 2002, these proposals sought to structure development around the dock by creating four distinct dock frontages encompassing business, leisure, residential and mixed use development. The first phase of office development has been designed by Terrace Hill, in accordance with these principles.

Agreed Treasury Outputs

The framework from which the required step-change can be made includes the traditional mixed use developments described above. These secured over £40 million in public sector funding. Within the resulting Treasury Approval (to the period 2012-2013) are the following outputs:

- 1,688 dwellings
- 27,816 m² commercial floorspace (of which Terrace Hill will provide circa 16,000 m²)
- 4,779 m² leisure (bars, hotels, cafes etc.)
- 1,500 m² local retail (ie local convenience style shops – not related to Asda)
- 52.2 ha of land brought back into use
- 1 primary school
- 1 visitor attraction.



Middlesbrough 1857



Middlesbrough 1895



Middlesbrough 1931



Middlesbrough 1955

Opposite page: the sculptural, inverted form of Middlesbrough Dock.

2.0 The Context

Pedestrian links between Greater Middlehaven and Middlesbrough town centre are poor. The A66 and the railway line are further barriers.



2.2 Existing Land Use

The Greater Middlehaven area comprises a mix of land uses and character areas. It includes the Station Conservation Area and seventeen buildings of special architectural or historic interest. The most remarkable of these are:

- The Dock Clock Tower, c. 1870,
- The Transporter Bridge, 1911
- The Customs House, built in 1836 as a Coal Exchange and Hotel, but used as a Customs House between 1881 and c. 1960.

The core elements of the study area are:

Middlesbrough Dock (Reclaimed Land), which has been the focus of English Partnership's investment in site reclamation and servicing and provides a substantial area of water frontage.

Terrace Hill is developing a first phase of some 16,000 m² of commercial development adjoining the south-eastern edge of the Dock.

The Central Industrial Area, to the west of Middlesbrough Dock, contains a significant number of small to medium sized enterprises and is an under-used and derelict area at present. It adjoins the town centre but is severed from it by road and rail infrastructure.

St. Hilda's remains one of the most deprived communities in the UK (Index of Multiple Deprivation 2001) and displays many of the characteristics of housing market failure.

Land to the north of Middlesbrough Dock and west of the Transporter Bridge, primarily in industrial use and owned by Able UK. This area has an extensive frontage to the River Tees.

The Riverside Stadium, which lies to the east of Middlesbrough Dock and has considerable potential for a wide range of complementary leisure and commercial uses. Land to the east of the Stadium is currently in low intensity industrial use.

Cargo Fleet, between the Middlesbrough-Redcar railway line and the A66. This area is subject to proposals for a new Asda superstore.

The Haltermann Chemical Works. These are expected to remain operational in at least the medium-term, and form a key element of the Tees Valley chemicals cluster.

2.3 Features and Constraints

Access and Connections

Greater Middlehaven lies in close proximity to the A66. The North Ormesby junction which provides access to the Riverside Stadium and Middlesbrough Dock is to be upgraded. A new link road provides access to the western parts of the study area, connecting with Dock Street and the Albert Road/Cleveland Street spine which forms the main link between Middlehaven and the town centre.

Pedestrian links between Greater Middlehaven and Middlesbrough town centre are poor. Middlehaven is bisected by the Darlington-Saltburn railway line. This serves as a significant physical and perceptual barrier leading the people of Middlesbrough to refer to Greater Middlehaven as 'across the border'. There are a number of pedestrian subways which are poorly lit and used infrequently. The A66 is a further barrier and runs in elevated section between the study area and the town centre.

Urban Form and Townscape

The development of the new town in the 1830s established a strong grid structure, some of which remains in evidence today. Queens Square, directly south of St. Hilda's, forms part of the Station Conservation Area and retains a number of buildings of historical or architectural merit. These are mainly associated with marine/port-related uses. Some are vacant and falling into disrepair.

Ground Conditions

The former industrial uses of the area – including iron foundries, saltworks, timber yards and rail sidings – have created a legacy of contaminated land and poor ground conditions. An initial phase of remediation has been completed, although further major works will be required to address the edge of the river and the Central Industrial Area.

Land Ownership

English Partnerships owns the land around the Middlesbrough Dock and also some land at Cargo Fleet. Able UK has a significant landholding on the northern edge of the site, fronting onto the river. Middlesbrough Council is the majority landowner in the St. Hilda's area, along with various housing associations and individual owner-occupiers. There is currently a mix of industrial uses in the Central Industrial Area. A programme of land assembly has commenced and may ultimately require the use of compulsory purchase powers.

2.0 The Context

It is proposed that Middlehaven will be supplied by a sustainable CHP energy system.

2.4 Drainage and Utilities

English Partnerships Land: Middlesbrough Dock

The details of utility services within the English Partnerships land (bounded by Halyard Way, Windward Way, Dock Street and Scotts Road) are shown on the schematic diagram. These details were taken from historic data available at the time of completion (February 2002).

Provision was made within the Phase 1 infrastructure works at Middlehaven to accommodate the major utility services along the Boulevard, which runs north from Windward Way towards the clock tower and currently forms a turning head level with Commercial Street. These comprise electricity (Northern Electric Distribution Ltd), gas (Transco) and water (Northumbrian Water Ltd) infrastructure services, together with telecommunications services ductwork.

In addition, the existing British Oxygen Company (BOC) high pressure pipeline was repositioned from its route across the undeveloped land to the west of the Boulevard to its current route, falling along the main line of the Boulevard from Windward Way to Dock Street.

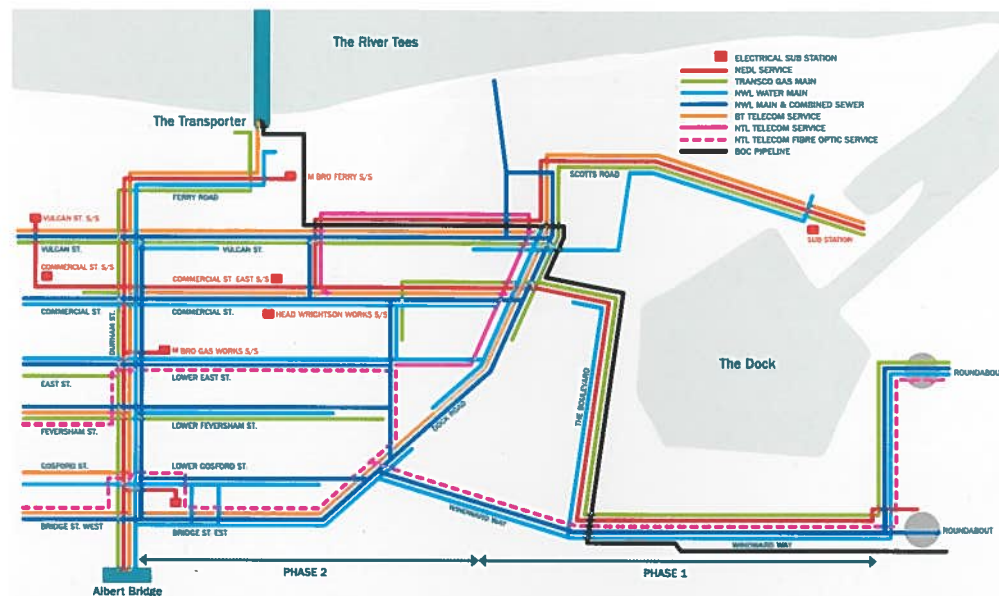
An existing NEDL substation falls within the site just off Scotts Road, near the entrance to the existing works to the north of the site.

Central Industrial Area

The details of existing utility services within the Central Industrial Area (bounded by Dock Street and Durham Street) are also shown on the schematic drawing. These details were taken from data acquired in December 2003. The major routes for services fall north-south along Durham Street and along the east-west routes of Commercial Street, East Street and Vulcan Street.

Electricity Services (NEDL)

The major route into the area runs north-south along Durham Street, with branches east and west to sub-stations in the positions shown on the drawing. These in turn service the premises along the main east-west routes, with the major east-west spine running along Commercial Street. One of these sub-stations is solely associated with an existing individual factory on Commercial Street.



Gas Services (Transco)

The major route into the area runs north-south along Durham Street, with branches east and west along Feversham Street and Vulcan Street. The gas network also links along Dock Street to pick up the connection point at the end of the Boulevard in Phase 1.

Water Services (NWL)

The water services through the site run north-south along Durham Street, with branches east and west forming a lattice throughout the whole of the road infrastructure. Main and combined sewers follow a similar principle, forming a complete network throughout the Phase 2 site. Additionally, there is an emergency overflow to the River Tees, which runs north off Vulcan Street.

Telecommunications (BT)

The major BT infrastructure comprises two fibre optic loops, both of which run north-south along Durham Street. One loop then runs east along Commercial Street, down Dock Street and into Windward Way. The other loop runs west along Vulcan Street and away from the site. Additional copper circuits are run from cabinets throughout the site to service the premises within Phase 2. Cable links also run along Durham Street to the Transporter Bridge, which is used to cross the River Tees.

Telecommunications (NTL)

The major NTL fibre optic cable runs along Windward Way and loops around Lower East Street and Bridge Street East. Additional copper circuits are run throughout the site to service the premises within Phase 2.

High Pressure Gas Main (BOC)

The BOC high pressure gas main runs from the Boulevard, north along Dock Street to Vulcan Street. The main then runs west along Vulcan Street to the Transporter Bridge, at which point it crosses the River Tees.

Proposed Middlehaven Community Energy System

It is proposed that Middlehaven will be unique in the UK in developing energy supply infrastructures that significantly reduce energy cost and carbon emissions from the site. By adopting a rational, value driven approach significant energy and emission savings can be realised. The site will also be the focus for regional initiatives that will drive energy innovation. It will be a high profile example of inspirational urban development and a rational, effective and visionary energy saving measure.

Energy Infrastructure

Tees Valley Regeneration is considering options for the development of a site wide energy system. An energy centre will house a Combined Heat and Power (CHP) generator and boiler system which will produce sufficient electricity and hot water to meet the demands of the whole site.

Hot water will be distributed throughout the site via a network of underground pipes. The system will have centralised backup boilers to guarantee availability of heat. Each building will connect as required to this infrastructure. Buildings with substantial cooling loads will also have absorption cooling to produce cold water as required. Savings to each building can be realised through:

- The avoidance of boilers and lower M+E costs in each building.
- Decreased costs of connection to main utilities for each building.
- Increased useable floor area in each building due to smaller plant rooms.
- Decreased maintenance costs for boilers and gas fittings.
- Delivery of heating and cooling services at or below utility prices.

A number of options for electricity supply will be considered. The most innovative option would be to develop a 'private wire' electricity distribution system. If this approach were taken forward, electricity would be supplied to the buildings on the site, from the central generator at a price at or below that available from a utility. With this system, a connection to the utility grid would still be in place, and availability of electricity would be better than that available from a grid connection alone, as the private wire system would be designed to operate in isolation from the grid, if necessary.

Buildings

Tees Valley Regeneration is also looking at options for addressing the thermal performance of all buildings on the site. Construction and fabric standards will be set such that the buildings on the site will meet or exceed UK best practice. Developers will be provided with energy related targets for buildings and encouraged to apply these and other energy efficiency measures to reduce the energy consumption of the site. The targets will be set in conjunction with a strategy for achieving the targets in an affordable fashion for developers.

Renewable Energy

The site may include a biomass based CHP system as a part of the energy centre (alongside the main gas fired CHP system). This will contribute to lower carbon dioxide emissions. Photovoltaics will not be a major component of the development plans, though developers will be encouraged to develop roofs suitably oriented (maximum south facing area) for the installation of PV panels as a retrofit in the future, once PV costs have been reduced.

Fuel Cells

The Middlehaven development will also be used to deploy one or more large fuel cell. The fuel cells will be funded by regional and national sources of funding and be a central plank of the strategy to grow the regional competence in this new technology. The introduction of fuel cells will not adversely affect energy prices or reliability on the site.

Above: diagram of utilities on Greater Middlehaven (source: White Young and Green).



2.0 The Context

The Regional Economic Strategy and Tees Valley Vision provide a broader, supportive context for the development of the River Tees Corridor.

2.5 Planning Policy Context

The planning policy framework for the development of Greater Middlesbrough is set out in various statutory and non-statutory documents including:

- Regional Planning Guidance (published by the Government Office for the North East in November 2002).
- The Tees Valley Structure Plan (adopted by the Tees Valley Joint Strategy Unit in November 2003 and formally adopted by the five Tees Valley local authorities in February 2004).
- The Middlesbrough Local Plan (adopted by Middlesbrough Council in 1999).

The Regional Economic Strategy (reviewed in 2002) and Tees Valley Vision (adopted by the Tees Valley Partnership in 2003) provide a broader, supportive context for the development of the River Tees Corridor and the reconnection of the River Tees with the key settlements along its length.

Regional Planning Guidance (RPG)

The final version of Regional Planning Guidance for the North East (RPG.1) was published on 18th November 2002. Although RPG is a non-statutory document, local authorities must take RPG.1 into account in preparing their development plans and local transport plans. The guidance may also be material to decisions in individual planning applications and appeals.

RPG.1 sets out broad policies for the future pattern of economic development and regeneration in the region, highlighting four key priorities:

- To accelerate the renaissance of the Tyne, Wear and Tees conurbations.
- To provide job opportunities and support communities in the former coalfield areas.
- To adapt and revitalise the region's town and city centres.
- To secure rural regeneration.

This page: the map above shows the area relating to the Stockton Middlesbrough Initiative. The initiative will create a dynamic urban centre for the Tees Valley. The Tees Valley is one of the key City Regions as outlined in the Government's Northern Way proposals.

Opposite page: a legacy of industry – robust buildings adjacent to the River Tees.



RPG.1 also considers the scale and location of new housing, improvements to transport and environmental protection. It sets out an overall spatial strategy that focuses development in the region's main towns and cities, makes best use of previously-developed land, and reduces the need to travel.

These locational priorities are supported by policies that adopt a sequential approach to identifying sites for development to ensure priority is given to development in the most sustainable locations.

Key RPG policies of relevance to Greater Middlesbrough include:

- Policy EL2, which seeks to encourage the reassessment of employment land allocations in local plans in the context of a significant over-provision of employment sites in development plans.

- Policy EL5, which seeks to facilitate the creation or expansion of business clusters by providing land which meets their locational requirements; priority is afforded to brownfield sites with good public transport access.

- Policy H1, which promotes housing market renewal and prioritises development of brownfield sites to meet future housing requirements.

- Policy H2 which provides for an annual average rate of housing provision for Tees Valley of 1,250 dwellings per annum between 2002-2006, increasing to 1,500 for 2006-2016.

- Policy H4, which sets out indicative regional targets for 60% of new housing on previously developed land by 2008 and 65% by 2016.

- Policy TC2, which reinforces the role of Middlesbrough Town Centre as one of four 'regional centres' within the regional shopping hierarchy.

- Policy SR5, which seeks to maximize the potential of the Region's natural resources for water-based recreation, including the River Tees

- Policy T1, which seeks to locate development to reduce the need to travel and minimise journey lengths, prioritising sites with high levels of accessibility by public transport.

RPG provides the framework for the Tees Valley Structure Plan but was prepared after the adoption of the Middlesbrough Local Plan. In accord with Government guidance RPG.1 is to be replaced with a Regional Spatial Strategy (RSS) which will integrate RPG with the Regional Economic Strategy (RES) and Regional Transport Strategy (RTS). The RSS will also have a wider remit, and consider the spatial implications of broader issues such as health, education and crime.

The North East Regional Assembly has commenced preparation of a draft RSS which is to be published for public consultation in summer 2004. The RSS will have statutory status, which will help ensure other regional and local plans, strategies and programmes are prepared in conformity.



2.0 The Context

The aims of the Middlesbrough Local Plan are to develop a healthy, stable, diverse and innovative local economy.

Tees Valley Structure Plan

The Tees Valley area is currently covered by the Tees Valley Structure Plan which, together with the relevant adopted local plans, forms the statutory development plan for the Greater Middlehaven area.

The Tees Valley Joint Strategy Unit commenced preparation of a new joint structure plan for all five Tees Valley local authority areas in 1996. A formal Deposit Draft was published for consultation in Spring 2000, resulting in an Examination in Public in March/April 2001. Proposed modifications were published in November 2001; further modifications were published to reflect the adopted version of RPG1. The Plan was endorsed by the Tees Valley Joint Strategy Unit commenced in November 2003 and adopted by the five local authorities in February 2004.

Building on Regional Planning Guidance, it sets out the strategic planning policies that will guide the future development and use of land within the Tees Valley up to the year 2016. The Structure Plan includes policies to conserve the natural beauty and amenity of the area, improve the physical environment, manage the growth in traffic, and guide housing and industrial development to the most appropriate areas. It identifies the scale and general location of development and areas which need to be improved or protected. Key policies include:

- Policies SUS1 and SUS2 which encourage sustainable development through a range of measures including encouraging physical and social regeneration; prioritising development of brownfield sites and the re-use of vacant land, buildings and infrastructure; encouraging development in locations which minimise the need for travel, are well served by public transport and in close proximity to areas of high unemployment and maintaining and enhancing the vitality and viability of town centres.
- STRAT 1, which states that the majority of future development will be located in urban areas, particularly along the Tees Corridor between the A66 crossing in Stockton-on-Tees and Teesport to the east of Middlesbrough.

Middlesbrough Local Plan

The Middlesbrough Local Plan was adopted by Middlesbrough Council in August 1999 and covers the period to 2006. The Local Plan – along with the Cleveland County Structure Plan until the forthcoming adoption of the Tees Valley Structure Plan – forms part of the statutory development plan for the area. The aims of the Local Plan are to:

- Protect and promote a high quality environment.
- Develop a healthy, stable, diverse and innovative local economy.
- Provide a balanced range of shopping opportunities.
- Provide adequate good quality housing.
- Ensure an efficient movement of people, goods and information.
- Provide a wide and accessible choice of leisure and cultural opportunities.
- Reinforce Central Middlesbrough as the administrative, commercial and cultural centre of the Cleveland sub-region.

Policies of specific relevance to the development of Greater Middlehaven area include:

- Policy E6 – which protects the route of the Teesdale Way along Depot Road, Vulcan Street, Scott's Road and Dockside Road.
- EM1 – Development in existing general employment areas – encompassing part of the 'Central Industrial Area' and the riverfront land in the ownership of Able UK; this creates a presumption for the development of B1, B2 and B8 uses.
- EM2 – General employment sites for development – which supports the expansion of smaller, local employment sites including two sites at Cargo Fleet (Lower) East and Cargo Fleet (East).
- EM3 – High quality employment areas – which allocates land at Bridge Street/Dock Street East and Cargo Fleet West – where a higher quality of employment-related development is anticipated.
- EM13 – which creates a presumption for development of B1 uses subject to the closure of the All Saints refinery between the A66 and Cargo Fleet.

- SA3 – which permits retail warehousing and retail development within the employment area at Cargo Fleet provided that the proposals are for wholesale or bulky goods, would not result in a shortage of employment land or impact on the vitality or viability of town/district centres.
- HO1 – allocates land for the development of 30 dwellings at St. Hilda's, including an element of affordable housing provision under policy HO10.
- LT4 – water based leisure – which creates a presumption for the development of water-based sports/leisure facilities at Middlehaven provided that the proposals do not prejudice the comprehensive development of the site, harm amenity and incorporate measures to ensure public safety.
- LT7 – which considers a number of locations appropriate for new tourism facilities including Middlehaven and the Transporter Bridge (suitable for hotel, conference facilities, exhibitions, interpretative centres and active leisure provision).
- TC1 – identifies the principal uses for the town centre and the adjoining sectors of the University campus and Middlehaven; the latter is considered suitable for office, leisure, cultural, residential and institutional uses.
- TC9 – the Middlehaven Prestige Major Multiple User site – which creates a presumption in favour of B1 uses, major educational and institutional uses, residential development or major leisure uses at Middlehaven, preferably in combination; it suggests that a subsidiary element of ancillary, small scale retail/service uses will normally be permitted, that water should be a central design feature and that a masterplan should be agreed with the Local Planning Authority prior to the submission of planning applications.

2.6 Land Acquisition

Although land around the Dock is owned by English Partnerships, the surrounding land is in a varied mix of ownerships. To deliver the whole scheme as proposed in this Delivery Plan, land will first need to be acquired and assembled in the existing Central Industrial Area and then, as a further phase, in St. Hilda's. It is not possible to deliver this ambitious vision by developing on a piecemeal basis. Accordingly, public sector intervention will be required to assemble the land either through joint ventures with landowners, through private treaty purchases or ultimately through the use of Compulsory Purchase Powers, in order to enable the delivery of comprehensive regeneration which will eventually reposition the town of Middlesbrough.

Tees Valley Regeneration are seeking to work in partnership with Able UK to deliver the regeneration of their substantial landholding at Middlehaven in accordance with the proposals in this Delivery Plan. However, it is clear that the delivery of the first phase of the development could be achieved independently of the Able UK land. Therefore difficulties or delays in any partnership do not jeopardise the completion of the vast majority of the Phase 1 proposals.



3.0

Responses to Greater Middlehaven

The strategic framework plan for Greater Middlehaven has developed from a year long evolving dialogue between many different stakeholders. Some with a detailed knowledge of the area and its challenges; others with no preconceptions. All with the shared ambition to make a difference. On the following pages we highlight 3 inputs:

- **Alsop's response** – the designers first impressions of Middlehaven and its surrounding landscape of Twentieth Century Icons.
- **The General Public's response** – through the **Big Day** – a participation event designed to allow the people of Middlesbrough to articulate their ideas through drawings and paintings – and through the events/publications that followed the launch of The Plan.
- **The Private Sector's response** – through two developer workshops – where a broad selection of nearly twenty developers gave us insight into making the plan commercially viable and credible – and an agents review – where we agreed that an aspirational design and development platform is needed to overcome current market constraints, attract demand and drive values.



3.0 Responses to Greater Middlehaven

Alsop's Response: to a brave, beautiful landscape inhabited by a series of massive objects.

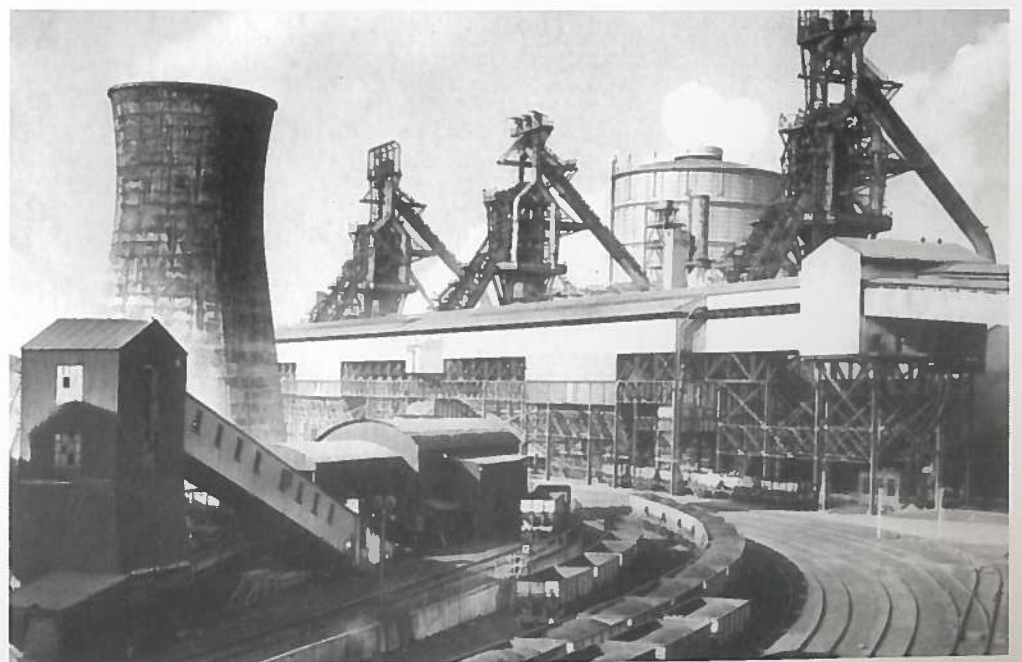
On arriving in the Tees Valley, with the sharpened insight that is imparted to strangers, we saw a land of giants unfolding in front of us: a brave, beautiful landscape inhabited by a series of massive objects – by the Cooling Towers, the Newport Bridge, the out-of-scale pitched roof barns inside which the North Sea oil rigs are constructed; by the 6-storey high steel hulls of ships, their prows being stitched into place by the huge hand of a hidden seamstress: the other-worldly industrial landscape occupied by Ridley Scott's Blade-runner. Twentieth Century icons indeed.

On then arriving at Middlehaven, our first impressions were confirmed. The site, a breathtaking expanse of under-used and, in some places, derelict land, with the River Tees running along its northern edge, presented us with the challenge of what was a virtually blank canvas. Here again was the huge land beneath a big sky, occupied by a series of startling objects – the playthings of a giant. Here, in the north-west corner was the Transporter Bridge, looming over the river like a piece of Meccano; here was Able UK's pale blue travelling crane; here, standing in lonely splendour was the Clocktower... and the Riverside Stadium... and yet more big barns, and here too was the sculptural, inverted form of Middlesbrough Dock itself.

But, dramatic and challenging though it was, there were problems that any concept we developed would have to resolve...

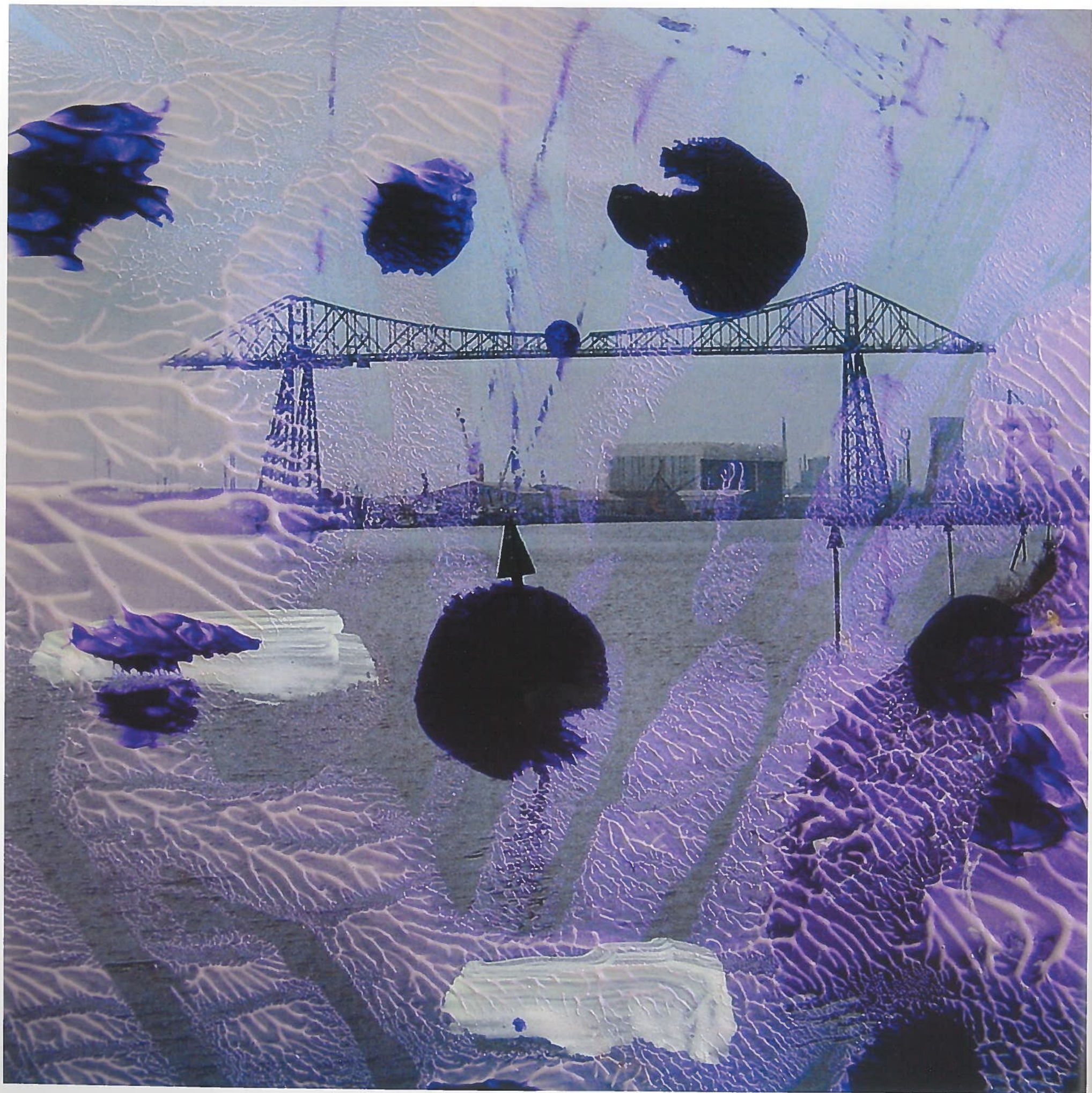
- Too much land – and at present, not enough interest in it.
- Not enough value in the land – who would want to invest here?
- Who would want to live here when so many other and more beautiful places were so close at hand?

The existing landscape settings of the Cleveland Hills, the North York moors and the extraordinary environments of places such as Philips Petroleum and Wilton International would have to be challenged, matched and superseded.



This page: the 6-storey high steel hulls of ships, their prows being stitched into place by the huge hand of a hidden seamstress.

Opposite page: the banks of the River Tees, occupied by a series of sculptural buildings and objects.



3.0 Responses to Greater Middlehaven

Next to the wide expanse of the River Tees will sit a new generation of icons, showing their respect to earlier residents, set within an extraordinary landscape.

3.1 The Big Idea

Our response emerged quickly: we would create a beautiful landscape in Middlehaven – a landscape fit for the 21st Century and inhabited by 21st Century icons: extraordinary objects sitting proudly in a new and extraordinary landscape. What were these objects? Were they buildings? Were they sculptures? Were they toys? At this early stage it didn't matter how we represented them – what was important was to hold on to the essential idea: the idea of a new landscape put quickly into place that would attract the attention of potential investors; the idea that this landscape would gradually become inhabited by a series of buildings that had found their home there – being equally extraordinary and beautiful.

Not only would this environment be as magnificent as the countryside and industrial landscape lying all around it, it would be better – with the advantages of rural and urban living rolled into one, sited between the wide expanse of the River Tees and the bustle of the busy town centre of Middlesbrough, and within easy reach of all the town's amenities.



Right: the 'Prada Skirt' – an icon fit for a Designer Playground.

Opposite page: icons from an earlier generation hug the river's edge.



3.0 Responses to Greater Middlehaven

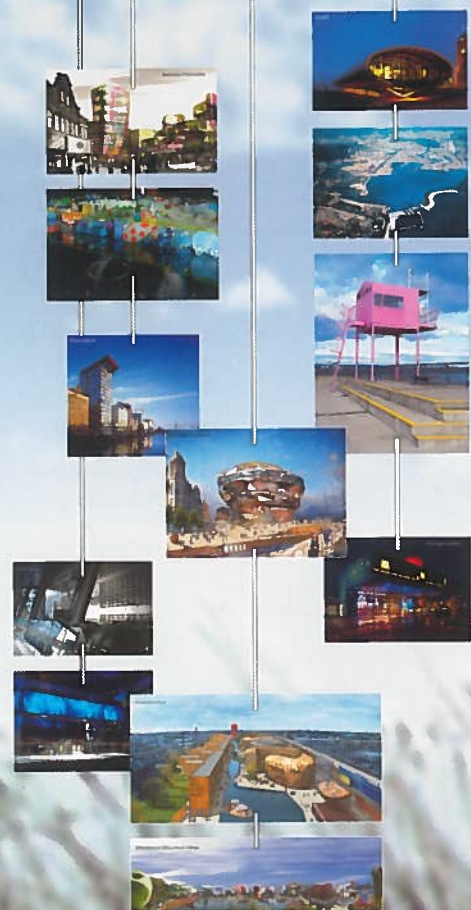
What are these drawings? Are they buildings? Are they sculptures? Are they toys? At this early stage it didn't matter how we represented them.



This page: Marge Simpson's Hair represents the massing of a commercial office building. The Teddy Bear Hotel featured in early discussions about how to transform ordinary objects into extraordinary buildings.

Opposite page: the Space Invader Digital Museum - sponsorship could be one of the funding routes. The Fish Construction Block - Middlesbrough College could be one of the first developments in Greater Middlehaven.

+also projects+
come and *play*



Alsop is an award winning international architectural and urban design practice with over 100 staff.

Since the practice was established in 1979, it has developed a significant and diverse portfolio of completed projects, a few of which are illustrated above. A succession of major completed projects in the UK has established the firm as one of the most prominent in the country. These include the largest underground station in Europe, North Greenwich station; the Cardiff Bay Barrage project; the Earth Centre in Yorkshire; and a new Media Centre and Library in Peckham, South London. Alsop Architects currently have buildings on site in London, the Midlands and Northern England, the Netherlands, Toronto and Singapore.

There is a continuing commitment to a vibrant approach to the making of our architecture that engages in open forum those involved in the design process. This is designing for new urban communities that seeks to avoid the predetermined. It is urban visioning that celebrates the exploration of what is difficult and what is unknown. It is a way of dreaming - the essence of a project unfiltered by notions of style and context.

+existing icons+
come and *play*



The site, a breathtaking 250 acres of land with the River Tees running along its northern edge, presents the local Community, JVR and Alsop with the chance to create a new and vibrant landscape of opportunity.

Over the coming years Middlehaven will become a valuable part of the town of Middlesbrough, contributing to the cultural and working life of the town, and creating around 2,000 new jobs.

Key icons of the area sit within and adjacent to the site giving it a gravitas which has been overlooked for too long. With the Middlesbrough Transporter Bridge, the Clock Tower, St. Hilda's Custom House and the Football Stadium, Middlehaven is a place of grand gestures - of sculptural shapes sitting within the open landscape and beneath a big sky.

come and *play*

6. WHAT SHOULD BE THE NEW ICONS?

future of the site buildings like houses, hotels, offices, theatres anything else?



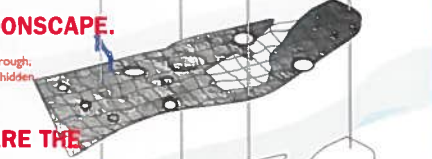
5. TEXTURE.

Added to hard landscape, (moonscape) creating an environment beautiful to build upon.



4. THE MOONSCAPE.

Landscape is overlaid; existing icons poke through; new key buildings are hidden.



3. WHAT ARE THE NEW KEY BUILDINGS?

Undermesh moonscape
-hotel
-commercial
-housing



2. EXISTING GRID.

Road network establishes the new grid for landscapes



1. EXISTING ICONS

Already on site.



HERE ARE A FEW OF OUR EARLY IDEAS, WHAT DO YOU THINK?

Over time Middlehaven will become a dense and varied urban fabric of residential, office and cultural development, co-existing harmoniously with the dock itself and the River. A busy urban environment which still maintains the clear views and the sense of space that close proximity to water always brings. With a desirable and extraordinary landscape quickly in place, Middlehaven will very soon become the place to be and the place in which to invest. The result will be a vibrant mixed-use community of beautiful and profitable development arriving incrementally over the coming years.

3.0 Responses to Greater Middlehaven

The public's response: we invited people to tell us about their hopes and dreams for this potentially magnificent area, and to share our initial ideas and responses with them.

3.2 The Big Day: Public Participation

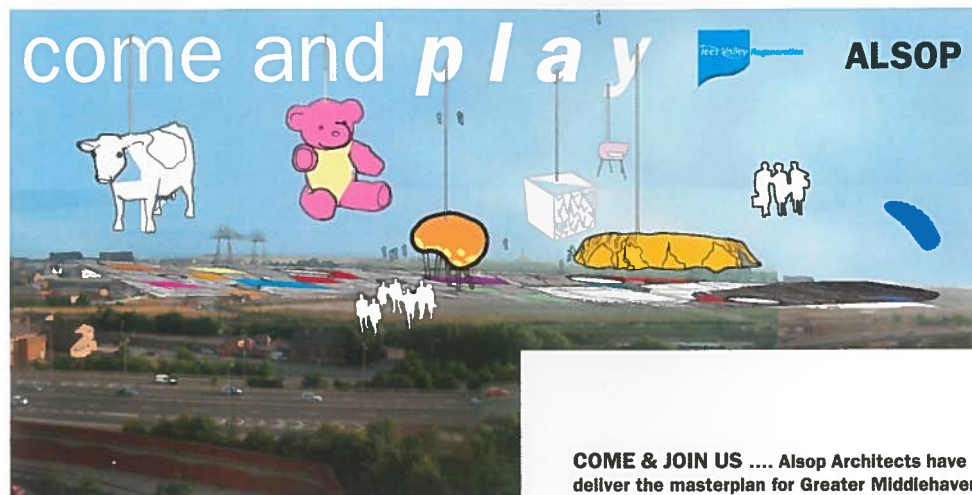
In October 2003 we held a Public Participation event. Planned to coincide with the visit to Middlesbrough Dock of the replica of Captain Cook's boat, the Endeavour, we called this event 'The Big Day'. In a marquee placed next to the Dock we invited people to join us – to tell us about their hopes and dreams for this potentially magnificent area, and to share our initial ideas and responses with them. With the help of the University of Teesside's Arts Faculty and the 6th Form art students at Macmillan College, brightly-coloured 2-dimensional objects were made and suspended from the apex of the marquee. This forest of shapes represented the different buildings, or '21st Century icons' that we envisaged dropping into the prepared new landscape over the coming years. Onto these, people were able to paint directly and write their own ideas and perceptions about the project. Also coinciding with half-term, the afternoon was noisy, crowded, informal and enjoyable, creating an atmosphere in which everyone felt able to express themselves without fear of ridicule.

The afternoon's work divided into two main areas – there were those who preferred to take an overview of the whole site – and embarked upon paintings which were exercises in masterplanning. Others focused on specific built forms which typified the atmosphere they could imagine existing on a new and developed Middlehaven.

People were keen to see the whole site animated and busy – the paintings and discussions spoke of a wish that the area gain its own identity and reason for existence. There were several paintings showing a busy centre to the site, with an edge of bolder development – an encirclement or protection of the inner core. The presence of water was clearly important with buildings and activities being sited between the River and the Dock. The Transporter Bridge was taken as a marker of scale and grandeur with a massive consensus of paintings showing big and impressive buildings of all shapes sitting adjacent to it.

This page: invitation to the Big Day.

Opposite page: posters displayed at the Big Day event, showing a) Alsop Projects, b) existing Middlehaven and c) early ideas for Middlehaven.



Later, in looking through the many drawings and paintings and reviewing the many conversations, we concluded that the feedback we had received had given us a set of parameters to work within:

- That people saw Middlehaven as an area which should be developed so that it had a clear identity of its own – a distinct district of Middlesbrough, closely linked to the town centre, which people could inhabit and enjoy as both residents and visitors.
- That iconic stand-alone buildings were the natural companions to the Transporter Bridge, Riverside Stadium – and the scale of the site itself.
- That water was seen as a key element – differentiating Middlehaven from the rest of Middlesbrough and giving it the chance of a glamorous and light-hearted future.

Right and overleaf (right): the paintings and discussions spoke of a wish for the area to gain its own identity and reason for existence.

Overleaf (left): the University of Teesside's Arts Faculty and the 6th Form art students at Macmillan College made a brightly-coloured 2-dimensional forest of shapes which represented the icons/buildings dropping into the prepared new Middlehaven landscape.

COME & JOIN US ... Alsop Architects have been asked by Tees Valley Regeneration to help them deliver the masterplan for Greater Middlehaven – to deliver a piece of Big Architecture that is both beautiful & realisable.

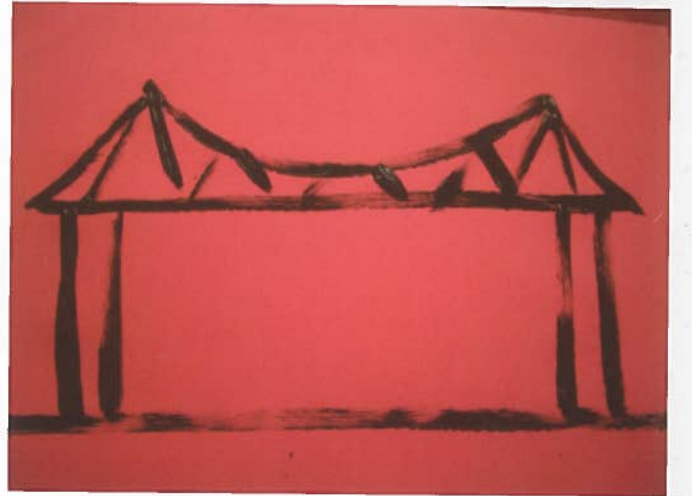
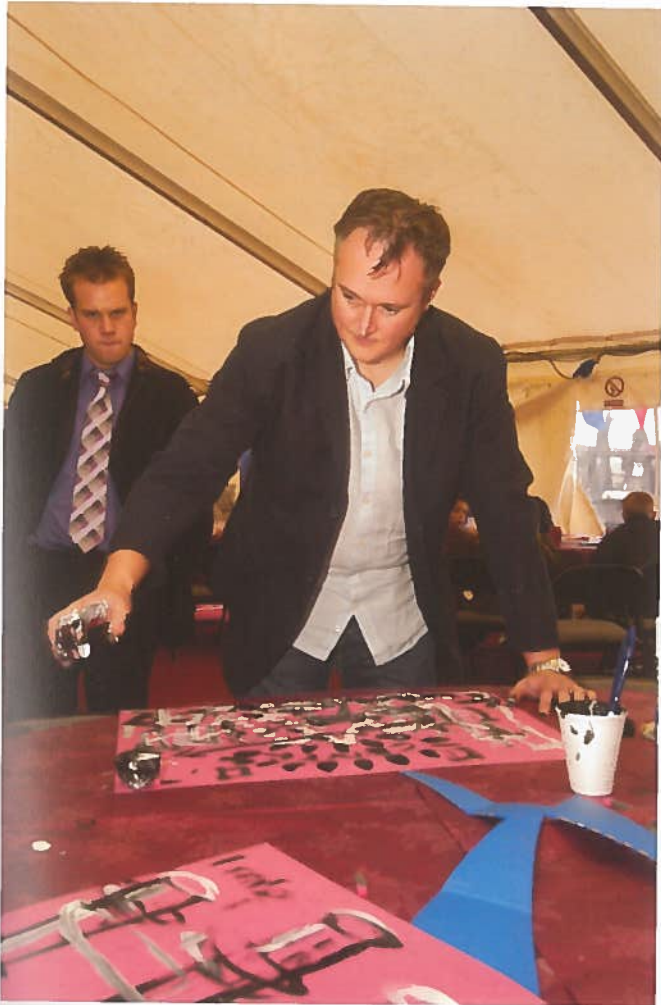
TVR is leading a £1.5 billion investment which will enable the development & regeneration of 20,000 acres of land across the Tees Valley. One of their key initiatives is at Middlehaven, which is set for transformation into a vibrant mixed-use community.

We would like you, the people of Middlesbrough, to give us your views. Do you have hopes & dreams for this potentially magnificent area, sited as it is at the mouth of one of the most important rivers in England? Tell us about them and we in turn will share our initial ideas and responses with you.

COME & JOIN US ... In the Marquee at Middlehaven Dock, Friday Oct. 31st, 2 pm - 5 pm









3.0 Responses to Greater Middlehaven

The public's response: inclusiveness is a hallmark of this plan. An exchange of ideas, not just one way communication.



This page: the Official Launch of the Strategic Framework Plan in July 2004.

Opposite page: Middlesbrough College concept image. It was agreed that the initial images created the right 'backcloth' to take The Plan forward.

3.3 Further Public Participation and Consultation

The key principles and proposals contained within this plan were formally launched for consultation in July 2004. This consultation exercise, undertaken when the proposals were approaching the level of detail as set out in the plan, built upon the early participation of the Big Day.

From the outset of the project, this proactive and open approach to consultation and participation was initiated by Alsop and Tees Valley Regeneration to ensure that any potential issues of both support and concern were taken into consideration in the development of the scheme and that all stakeholders could feed into the masterplanning process.

Inclusiveness is clearly a hallmark of this plan. A wide range of stakeholders, community groups and other relevant public organisations have all been engaged and involved in the development of the plan from its inception. A wide range of methods was used to consult and communicate with stakeholders.

A public consultation and participation event was held at Middlesbrough Town Centre over a period three days shortly after the plan's launch for consultation. This gave people the opportunity to comment on the plans and proposals and offer feedback and suggestions as to what they would like to see come forward as part of the scheme. Many people who were involved in the initial 'Big Day' came back to see how their views and suggestions had been fed into the plan.

A Middlehaven magazine was distributed to every home in Middlesbrough, setting out the broad aspirations and ideas for the scheme and requesting feedback on the proposals. The Tees Valley Regeneration website also published the masterplan proposals. Verbal and written responses were received at the exhibitions and in response to the magazine and further responses came via email and through the form on the Tees Valley Regeneration website.

A number of events were also held with Tees Valley business community including the Chamber of Commerce. Presentations followed by feedback and discussions were all part of the consultation and participation process and these views have all fed in to the masterplanning process. Further community events including sessions at Ward Council meetings, Local Community Clusters and

the Local Strategic Partnership were held across the whole of Middlesbrough explaining the challenge of the plan and its role in repositioning the town and requesting views and opinions. It is clear from the consultation feedback that the vast majority of people are supportive of the proposals and the scale of the ambition, although some remain clearly cautious as to the level of ambition and remain to be convinced until further development begins on site.

Throughout the masterplanning process there has clearly been a strong commitment to inclusive participation and consultation and this is reflected in the buy-in has been received through the ambitious proposals. The consultation and participation was about an exchange of ideas and was not just about one-way communication and provision of information. The views from all consultation events including the Big Day and the Developers Workshops and the series of events following the launch of the plan have all fed in to the strategic framework and the designs set out in this document. The outcomes of the consultation process were carefully documented by Tees Valley Regeneration and Middlesbrough Council and each response has been individually addressed, and where considered appropriate, has influenced the proposals contained within this plan.



3.0 Responses to Greater Middlehaven

The developer's response: it was considered how best to differentiate Middlehaven so that a distinctive environment was developed.

3.4 The First Developer Workshop: November 13th 2003

As part of the implementation of the scheme, at the outset of the conceptual period we held a Developer Workshop. To this were invited a broad selection of nearly twenty developers with a wide range of skills and experience:

- Infrastructure
- Straightforward commercial space
- Mixed use
- Live/work
- Lofts and residential
- Volume housebuilders
- High profile sports and entertainment provision (Adventure Concepts).

Involving developers at this early stage allowed us insight into what they saw as the key commercial issues that needed to be addressed in order to successfully deliver the ambitious proposals for Greater Middlehaven. Additionally, involving such a key group throughout the process will give the plan commercial validity and credibility.

The group was asked to consider the best approach to 'raising the game' and genuinely making Middlehaven a special place: how best to differentiate Middlehaven and create a sustainable environment. The key issues that came out of the Workshop were that:

- A radical and ambitious approach was needed if Middlehaven was to make a real difference in the Tees Valley, and be commercially successful.
- It was important to make a distinctive and sustainable statement at Middlehaven.
- The draft plan had created the right 'backcloth' to take The Plan forward.
- The iconic nature of the design would be a differentiator in itself.
- Providing Middlehaven with a separate identity was paramount.
- The principle of changing the landscape was 'pretty interesting'. By creating an exciting landscape, value would immediately be added to the site. The existing flat landscape was 'intimidating'.
- The use of innovative landscaping and interactive space would create a useful balance, reinforcing and encouraging attractive commercial development.
- The Middlesbrough College students would be a valuable asset in populating the site, as would the Museum of Digital Media attached to the University of Teesside.
- The new Middlehaven would have to have a strong enough identity to become a destination in its own right.

- St. Hilda's in its present form would have to go.
- Middlehaven should become something of a haven.
- Access to the site by foot was essential.
- A timescale of 15-20 years was considered appropriate.

At a more detailed level, the key points that were made were that:

- Water was very important on the site, both in terms of river frontage and the Dock. There was an argument for providing more.
- A casino would work well in the mix.
- Active Sports and other leisure uses scattered across the landscape and sports pitches throughout would be a good draw to a wide cross section of people.
- Residential on and near the water was seen as a 'must'.
- An iconic feature at the headland would be a powerful statement.
- The view across the river was 'dire' at the moment – the north bank needed to be screened.

As part of the workshop we also considered the type of development vehicle that the parties would wish to take forward.

The options were put forward as:

- **The Free for All:** Dog eat dog
- **The Master Developer:** One dominant partner
- **The Consortium:** Sophisticated sharing

The general response to these three headings was that the developers would be uncomfortable to proceed on a 'sole basis' as there was potentially too great a risk, particularly in the early phases. It was felt that there was, in any case, enough for everybody so that sharing responsibility seemed a sensible solution.

Adopting a Master Developer approach was not seen as offering sufficient flexibility to the development parties that wished to become further involved.

The consortium solution was broadly accepted as the best model, providing everyone with a stake in the success of the project and therefore a share in the profit. The cross fertilisation of ideas was also an important consideration.

The broad conclusion reached was that the optimum and preferred way to proceed was on a consortium basis, where everyone's respective development skills and knowledge could be brought together to create a development of genuine quality. The 'de-risking' aspect of this approach was also very attractive from the developers' perspective.

In formalising a list of the advantages that a proposed Development Consortium could bring, the following points were made:

- There would be a shared sense of ownership.
- There would be transparency.
- There would be a unity of principles, objectives and vision.
- Confidence would be instilled in all quarters, that the project was well-managed, de-risked and profitable.
- For all the above reasons, conflicts would be avoided.

To conclude, we received an endorsement from the developer parties at the workshop to:

- Continue to develop the concept designs.
- Take on board the ideas discussed to continue to inform the proposals.
- Consolidate our thinking with regard to the practicalities of setting up the Development Consortium.
- Set up a Second Developer Workshop towards the end of the design process, which they would be happy to attend.

Other Key Consultees and Stakeholders

Other key stakeholders who have informed the development of The Plan include British Waterways, whose input and 'buy-in' has been encouraging. They share the view of Alsop that we must not 'privatise' the water's edge but allow access to the water and the opportunities this offers.

A number of key businesses have also helped inform the plan with their views on how the site should be developed. Responses to the ideas were received from both Middlesbrough College and the University of Teesside who are both seeking a presence in some form as part of Middlehaven's future.

MIDDLEHAVEN - MIDDLESBROUGH DEVELOPER WORKSHOP ~ 13.11.03
250 ACRE WATERFRONT DEVELOPMENT OPPORTUNITY

Tees Valley Regeneration (TVR) for the Tees Valley and Alsop Architects invite you to a one day Developers Workshop on Thursday 13th November at Tees Valley Regeneration's offices in Stockton on Tees. Following by 9.30am and 11.00am (Middlesbrough) respectively. The workshop is a unique and rare opportunity to discuss the above development as it will be a key part of your participation in the actual delivery of schemes on the ground.

You have approached one of several hundred developers with a range of experience. This will be your opportunity to see and influence first hand the project and see out of this significant waterfront regeneration project in the North East. We are not only looking to involve the design, build and own developers who are interested in development delivery, but also the wider range of stakeholders in the interested development (TVR, Tees Valley Regeneration and Alsop Architects) to attend and contribute to what undoubtedly will be a high profile and high profile project.

Workshop start: 10.30 am
Finish approx: 3.00 pm
Venue: Tees Valley Regeneration, Castle House, 115-117, The Dock, Stockton on Tees, Tees Valley, TS11 4DT
TEL: +44 (0) 1642 63 2000
FAX: +44 (0) 1642 63 2001
INFO@TEESVALLEYREGENERATION.CO.UK

For further information please contact:
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MOBILE: +44 (0) 7857 806654
IAN.C.WOODWARD@PROXY.MAIL.COM

English Partnership, Tees Valley Regeneration, MIDDLEHAVEN, ALSOP

MIDDLEHAVEN - MIDDLESBROUGH DEVELOPER WORKSHOP 2 ~ 21.04.04
250 ACRE WATERFRONT DEVELOPMENT OPPORTUNITY

Tees Valley Regeneration and Alsop Architects invite you back for Developer Workshop No 2 on Wednesday 21st April at TVR's offices in Stockton on Tees.

We are pleased to invite you to the development framework for Middlehaven, progress on the delivery of the development framework from discussions that we initiated during the first workshop in November 2003.

Additional discussions will also expand on their work in relation to programming the landscape and infrastructure in association with British Waterways.

We look forward to seeing you again at this important juncture in respect of this major regeneration project.

Workshop start: 10.30 am
Finish approx: 3.00 pm
Venue: Tees Valley Regeneration, Castle House, 115-117, The Dock, Stockton on Tees, Tees Valley, TS11 4DT
TEL: +44 (0) 1642 63 2000
FAX: +44 (0) 1642 63 2001
INFO@TEESVALLEYREGENERATION.CO.UK

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English Partnership, Tees Valley Regeneration, MIDDLEHAVEN, ALSOP

Above: invitation to the first and second Developer Workshops.

Opposite page: two Developer Workshops were held. To these were invited a broad selection of developers with a wide range of skills and experience. Ray Mallon, the elected mayor, spoke to them of his ambitions for Middlehaven.

3.0 Responses to Greater Middlehaven

A new landscape put quickly into place that would attract the attention of potential investors.

3.5 The Second Developers Workshop: April 21st 2004

All the key participants of the first Developer Workshop returned to the second. Other attendees included all representatives from the public sector partners, including the elected Mayor of Middlesbrough who addressed the developers on his ambitious vision for Middlesbrough, and the crucial part that Middlehaven played in delivering this.

The purpose of this second one-day event was to:

- Enable everyone to see how The Plan was shaping up, and to see how their ideas and suggestions from the first workshop had been included in the proposals.
- Explain the stage we had reached in the framework planning process.
- Demonstrate the strategic thinking behind the plan – its vision, the principle of the landscape, scheme content and commercial uses within it.
- Consider the suggested project programme and phasing.
- Provide an appreciation of the broad financial/economic viability.
- Discuss a prospective development delivery vehicle.
- Seek general project feedback from developer members.

The Framework Planning Process

The workshop provided the developers with the opportunity to comment on the following aspects of the plan prior to it being adopted by Tees Valley Regeneration and partners:

- Vision
- Design
- Content (mix of uses)
- Suggested Phasing
- Scale and Programme.

Support for the plan and its ambitions was unanimous. Its approach, although acknowledged as radical, was viewed as necessary and the proposed mix of uses was fully endorsed together with the requirement to create a destination of distinction and differentiation.

There was an appreciation that this large 100 hectare (250 acre) site could be developed out in a series of 'phases within phases' while at the same time retaining the integrity of the vision. Strategic thinking behind the plan – its vision, the principle of the landscape, scheme content and commercial uses within it. The project as outlined in this plan was presented to the developers, showing how we had developed our initial concepts (as articulated at the first Developer Workshop), and also illustrating how we wish to marry up the vision, design and programme with a credible delivery vehicle that will create the platform to implement the project over the next fifteen to twenty years.

Scheme Components

It was felt that the leisure component of the project was too slight. Adventure Concepts explained however, that, in addition, there will be a 'programmed landscape' providing a huge variety of additional leisure elements including such core activities as:

- Climbing
- Mountain Biking
- Snow and Ski Boarding
- Skate Boarding
- BMX
- Waterski-ing
- Wake-boarding
- General leisure centre sports
- Computer gaming centre.

These leisure proposals with their associated bars, restaurants and appropriate quality retailing will enliven the whole area, helping to create a vibrant destination.

Suggested Project Programme and Phasing

The phasing and programming of The Plan was explained and discussed in depth and the developers fully supported the scale, quantum and approach to the phased delivery of the project.

Transport Infrastructure

There was some concern expressed relating to transport infrastructure (see below), the timing of its introduction and the overall level of connectivity between Middlesbrough and Middlehaven. It was acknowledged that quality transport infrastructure was essential and that a programme of interventions was required. It was stated that the plan proposes:

- Dedicated bus loops with the centre of town using high quality vehicles.
- Quality pedestrian access (significant public realm improvements).
- Appropriate but managed car accessibility with the provision of both undercroft and multi-storey car parking as the scheme evolves.



3.0 Responses to Greater Middlehaven

It was accepted that the creation of the landscape was a key contributor to setting the catalyst for change.

The fundamental issue that was discussed at the meeting was that the masterplanning team do not believe the introduction of a major road infrastructure is essential to the success of the project. It is felt that there is sufficient 'vehicular linkage' via the new grade separated junction and the proposed upgraded Hartington Road Junction, together with existing secondary town centre transport links.

It was the clear view from the developers that connectivity was crucial. Following their detailed comments, it was agreed that existing pedestrian linkages needed improving and that the public realm around Queen's Square would be upgraded as part of this process. It was also agreed that there would be two new pedestrian footbridge connections between Middlehaven and the perimeter of Middlesbrough town centre. These could come forward as part of the Phase 2 proposals and would eventually form part of the wider connections ('the Stitch') that will come forward as part of Phase 3.

One of the main principles of the design concept – undercroft parking – was debated. The purpose of its introduction is to eradicate the impact of vast areas of surface car parking on the landscape, whilst avoiding the expense of excavation that underground car parking would bring.

The developers, whilst accepting that the principle of undercroft car parking was sensible and attractive as it would improve the environment of Middlehaven, were unsure that they would be able to secure any additional revenue from these spaces. It was therefore a 'quality' rather than 'commercial' issue in their eyes. It was also recognised however that a high quality environment will always aid commercial success.

The design team believe this balance will change overtime as the principle of undercroft parking becomes more established at Middlehaven and the benefits of such arrangements are recognised by both residents and occupiers alike.

In conclusion, the developers acknowledged that undercroft parking would improve the public realm and the overall attraction of Middlehaven but felt that assistance may be needed from the public sector funders to deliver this, particularly in the early phases of development.

Financial and Economic Viability

We reviewed with the developers the 'cost/value balance' relative to quality and quantum of developed space. The developers agreed that we should seek to create a high quality public realm environment as a platform for introducing robust and well-designed developments over time. This would further assist in differentiating Middlehaven and make it more attractive to residents, occupiers and inward investors.

It was acknowledged that there would be a cost premium involved in order to ensure that good quality design and construction remained the essential theme throughout the project. Public funding would be required to create this 'step change'.

Some discussion revolved around the prospective land values for the respective uses for the scheme. The developers agreed that it would be prudent to 'reinvest' any potential land payments in order to create quality real estate that would stand the test of time. This would also make the project more economically sustainable in the medium to long term, with the public sector sharing in the 'Project Overage'.

A financial review of the project relating to its respective phases was presented to the Workshop. It was acknowledged that given the present real estate market conditions, the cost/value, risk/return equation for certain commercial elements of the scheme would require some gap-funding. This is particularly so if we are to maintain the agreed high quality design ethic in the early phases of the project, before a critical mass has been developed. Some components, particularly the residential, would provide positive values early on, but these would be offset by the funding requirement for other important commercial uses.

This interim requirement for 'gap funding' should reduce over time, with positive land values being maintained against the background of improved design quality. The public sector funding will effectively 'pump prime' the project by creating a platform for change and setting the benchmark for the future roll out of this exemplar scheme.

It was accepted that the creation of the landscape was a key contributor to setting the catalyst for change. An appropriate funding regime must be put in place that will ensure that this very important component is safeguarded, so that it can set the standard for the whole development. The principle of utilising 'project surpluses' from commercial development in order to assist this process was also agreed.

Against this background, the project is a very viable proposition from the private sector's point of view and a project which they confirmed that they would wish to be engaged in.

A Prospective Development Delivery Vehicle

Taking on board the comments received at the first Developer Workshop, a generic form of delivery vehicle was discussed that essentially involved establishing a consortium to draw on the respective strengths and skills of its members. This would look to pool development partners' resources and their specialisations in:

- Infrastructure
- Commercial
- Residential and
- Leisure delivery.

The benefits of considering this pooled approach were reviewed and they included:

- De-risking the project.
- Maintaining design quality.
- Securing economies of scale.
- Permitting single source financing (if required).
- Controlling supply.
- Ensuring quality estate management.
- Stopping piecemeal development on fragmented sites.
- Stopping 'single corporate style' development with no real differentiation.
- Creating a holistic mix of development leveraging off the respective skills of the development team.
- Improving both long and short term financial performance.
- Allowing all parties to cross leverage and share from their respective input.

However, a note of caution was signalled by the developers. Although the principle was accepted, some developers were initially guarded as to the scale of any proposed consortium and the resultant comprehensive legal documentation that could be involved.

In response, the view of the masterplanning team was that it was crucial to get the right legal structure in place in order to ensure the on-going sustainability of Middlehaven and its long term investment. The prospect of creating separate but related development agreements with individual developers could, in any event, prove equally cumbersome to them, as they would then have to be cross-related: a simple single template could be the most appropriate solution.

A consortium approach would benefit the entire project and all parties involved (both public and private sector), as the consortium would work closely with Tees Valley Regeneration and have the capacity, capability and commitment to deliver a fully programmed scheme that would reposition Middlesbrough and the Tees Valley.

However other approaches have not been ruled out at this stage.

Project Feedback from Developers

In summary the developers confirmed that they endorsed the principle of the project in terms of its:

- Innovation
- Scale
- Proportion
- General mix of uses
- Phasing and overall concept deliverability.

The principle of creating a destination was also one of the fundamental reasons for the private sector to become involved.

They almost unanimously agreed that they would like to be involved and to take the project further, delivering the next stage of the plan by way of some kind of consortium (final form and scale to be decided).

Conclusion

On the basis of the broad support we received from the developer members over both the Developer Workshops, it was confirmed that the plan would continue to be updated and refined. Following the final results of the ongoing market and economic analysis work, it would then go forward to all relevant partner organisations with a recommendation that it be formally adopted.

3.0 Responses to Greater Middlehaven

A new, ambitious and different approach is needed to ensure Middlehaven is a sustainable commercial success.



3.6 The Agent Workshop

Commercial Viability

As part of the briefing process for King Sturge, we held an Agents Workshop in Newcastle on the 23 March 2004 which was also attended by King Sturge's development advisory team and by representatives of Tees Valley Regeneration.

The purpose of the workshop was to ensure all parties had a clear understanding of the strategic framework plan but also to obtain feedback from the wider appraisal team on their initial observations regarding the project.

The presentation was lead by Alsop, IDC and Davis Langdon to explain the:

- Vision
- Context
- Content
- Phasing
- Broad costing
- Quality
- Proposed timetable and
- Explore deliverability

The workshop also allowed the team to discuss the thinking and intention behind the underlying repositioning proposals for Middlehaven. The agents believed that the plan produced an aspirational design and development platform that is needed to overcome current market constraints, attract demand and drive values. It was recognised that currently Middlehaven does present significant challenges in market and place making terms.

In principle at the end of the workshop the agents endorsed the plan and fully supported the approach to differentiate Middlehaven, clearly stating that a new, ambitious and different approach was needed to ensure Middlehaven is a sustainable commercial success.

Following the workshop the agents provided the base values and informed the development appraisals and financial framework in terms of:

- Rents
- Yields
- Voids
- Tenant incentives and
- Depth of market

One particular issue that came out of the workshop was the perception of an apparent lack of retail and leisure component, which they believed would be particularly successful especially given the quality of environment (proposed landscape) and adjacency to water. This comment being made in the context of the significant amounts of residential and commercial accommodation proposed.

The framework planning team confirmed that they were working with Adventure Concepts to programme the 'public space' with commercially viable leisure activities that will support and reinforce the sustainability of the plan. This would afford the opportunity to introduce enlivened commercial retail and leisure uses. This initiative forms part of a separate but associated Tees Valley Regeneration commission.

The impressive metallic structure of the Transporter Bridge from below.



4.0

The Vision

A generational view, twenty years on: a resident of the area describes the town of Middlesbrough and Greater Middlehaven in the year 2025, the vision has been successfully delivered.

The Transporter Bridge, looming over the river like a piece of Meccano.



4.0 The Vision

“The town’s perception of Greater Middlehaven was now of a thriving, prosperous district of town.”

“There are several ways of approaching Greater Middlehaven. From the centre of town one can walk or drive. But at the beginning of the 21st Century, when The Plan for Middlehaven was first conceived, Middlehaven was perceived as being quite difficult to reach, with the raised A66 and the railway line together presenting what seemed like an almost impenetrable barrier. It was described as being ‘across the border’, and not just because it was socially deprived and run-down.

“Yet, approaching the Conservation area of Queen’s Square at the western end of the site, one barely noticed these two ‘lines of resistance’. Indeed Albert Bridge (not dissimilar from the London version in character, decked out in its cheerful Victoriana) added, if anything, to the general impression of a busy, lively environment. The most important factor was that the urban grain of the town flowed under the two supposed ‘barriers’ with no hesitation, the only problem being that Queen’s Square itself had seen better days.

“But a little way along the road was a different story. Just up from the Town Hall, next to the Multiplex, the raised A66 continued to sweep round, just as it does nowadays. But this time, unlike Queen’s Square, there was no dense urban fabric beneath it, only the windswept Environment of the Car – a huge roundabout and four monolithic sliproads, that together with the railway line now running at ground level, represented an almost insurmountable barrier. Did people really need to get into town off the dual carriageway at this central point? Surely the price paid was too high... Better to come off it at the existing sliproads to east and west and filter gently into the centre, if that was their destination.

“And that is how it happened: the sliproads were taken away and people quickly became accustomed to coming into town from east or west. With the sliproads gone, the need for a huge roundabout was no longer there – there’s a rather small, friendly one now which is well able to do the job. With these impediments gone, the existing urban grain of the town reached out towards Middlehaven, flowing under the road and onto both sides of the railway line like so much lava, the old and troubled issue of ‘connectivity’ simply melting away. This new area, known as the Stitch, developed as an ‘artisan’ quarter full of workshops, light industrial space for small manufacture, studio space for photographers, printers, artists and sculptors, affordable accommodation and some remarkably discreet car-park buildings. Along the length of the railway, unobtrusive and effective links were made between Middlehaven and town with a series of footbridges and small-scale road bridges (the ‘stitches’). The occasional building also spanned from one side to the other.

“The town’s perception of Greater Middlehaven was now of a thriving, prosperous district of town. Somewhere different yet connected: easy to get to yet special to be, that juxtaposed dramatically with and was a positive asset to Middlesbrough, bringing visitors, business and money to town.



4.0 The Vision

“A Designer Playground: An inhabited parkland of topography and texture.”

“To describe it in more detail: Middlehaven is now a spectacular environment made up of several carefully balanced components. The largest and most significant of these is an innovative and evolving new landscape – the Designer Playground. This immense, inhabited parkland occupies the central swathe of the district – an area of around 72 acres. It is an undulating, rocky sub-structure with a formal carpet of rich and varied planting thrown across it: a vista of soft hills and vales inhabited by a collection of beautiful buildings. The east wind blowing in across the dock cannot get far before it is interrupted by the varying topography of this environment. Its changing profile provides the opportunity for many different moods and experiences – a long walk, a sheltered place for a picnic, for plants to grow that like the sun and equally those that prefer the shade. Adventure sports of all sorts happen here and the opportunity for outside theatre productions in landscaped auditoria and even in the middle of the Dock, on a floating stage.

“Within the varying topography of this parkland are placed many beautiful buildings and structures. Some of them sit comfortably within the protection of a hill. Others create a dramatic profile against the big sky. Some can be seen from far away across a wide stretch of meadow. Others surprise you as you round a corner. Over the years a great variety of people and businesses have come here so that Middlehaven is now a place where people aspire to work and live and come regularly to eat out and enjoy the culture. There are apartment blocks, hotels, offices, a theatre, a dinghy club. The whole of Middlesbrough College is here, with up to 11,000 students coming and going. There is a primary school too, a sports centre, an extraordinary rock-climbing wall and swimming pools.

Although the whole park is designed to be the focal point of the district, there are also a number of visual foci created by the iconic forms. There are also ‘use-based’ focal points such as Middlesbrough College, the Arena, the Theatre, the Stadium and the water’s edge – both the Dock and the riverfront itself.

“The Landscape is framed to its north and south borders by a series of wide bands of different materials and development that enclose and define its free form topography within a more rigorous urban aesthetic:

“On the south side, adjacent to the Stitch is the Forest Strip – a twenty metre wide mixture of deciduous and evergreen trees, providing a soft, permeable margin between the urban environment of Middlesbrough town centre and the haven of the Landscape. Next are the Boardwalks. Formed from reclaimed railway sleepers and running either side of the Landscape, the Boardwalks provide an even but forgiving ground finish that sits well next to the textured landscape alongside them. People tend to bike, or go for runs or just wander along these wooden promenades. Over the years a number of mixed use buildings, including residential, commercial and some retail have been placed onto the Boardwalk on the Southern edge of the dock – these are the beautiful, rather pale and mainly cubic forms that have been affectionately nick-named the Sugar Cubes. Some of these are raised above the wooden surface and some sit on it. The Boardwalk on the northern edge has also been developed – with a series of buildings with a lower profile – these are called the Bench and tend towards family housing although there is some retail and commercial there as well. The Bench has views over the Landscape at the front, and at the back overlooks the fourth band – a slender shallow-water Wetland. Planted with reeds and rushes it is a wildlife haven, a visually soft and tranquil middle ground running between Middlehaven and the River Tees.

Within the varying topography of the landscape are many beautiful buildings and structures. Some create a dramatic profile against the big sky. Some can be seen from far away across a wide stretch of meadow. Others surprise you as you round a corner (image by Smoothe).





4.0 The Vision

“The Sugar Cubes, the Bench, the Boardwalks, the Wetlands: All are varied components of a prosperous community.”

“On the other side of the Wetlands, are two residential developments, nicknamed ‘The Cliff’ and ‘The Hula Hoops’ The views from these apartments are wonderful – apartments built onto river frontages always sell at a premium. But these are almost islands, placed as they are between the River and the Wetlands, and looking back over the vista of the extraordinary inhabited parkland and the thick fringe of trees that stand between Middlehaven and the town centre.

“On the promontories of these two ‘islands’ are two major venues – a theatre which can seat 2,500 and, facing it across the river entrance to the site, a venue for concerts and events capable of holding 6,000 people. People coming to see plays and concerts here make their way to Middlehaven from miles away – the closest venue otherwise being either Newcastle or Sheffield. They tend to come early so that they can eat at one of the restaurants scattered around the Dock – or at the other end of the site, in the rooftop restaurant that overlooks the River and the Transporter Bridge.

“The other famous venue at Greater Middlehaven is the Riverside Stadium, home of Middlesbrough Football Club. The ground was opened for the 95/96 season, and they won the first home game, which was against Chelsea, in August 1995. This was the first brave development to take place in what was then a sad, windswept and lonely environment. Every two weeks, 30,000 boisterous football fans arrive to support their teams, and after the match some stay a while, taking full advantage of the local bars, clubs and restaurants.

“Finally, towards the west end of Middlehaven is Boho – the pretty Victorian district of Queen’s Square, mentioned earlier. Tree-lined and generous in its traditional gridded lay-out, these Victorian terraces and warehouses, with their winding staircases and creaking floorboards are full of film-makers and editors, animators and computer graphic designers. As a Conservation area, this district was sympathetically converted in a way that paid respect to its 19th century origins, whilst ensuring that it was efficient in the 21st century.

“Middlehaven twenty years on...”

The transformation of what was once a flat and barren landscape into this prosperous place of beauty was brought about by the acknowledgement by Tees Valley Regeneration and the people of Middlesbrough that nothing other than a radical change was worth making in Middlehaven. That a brave and far-seeing solution was the only way that lasting change could take place. Looking back down the years to their starting point at the beginning of the century, one can see with great clarity how right they were.”

Over the years a great variety of people and businesses have come to Middlehaven so that it is now a place where people aspire to live, work and play. There are apartment blocks, hotels, offices, a theatre, extensive sports facilities and much more (Image by Smoothe).



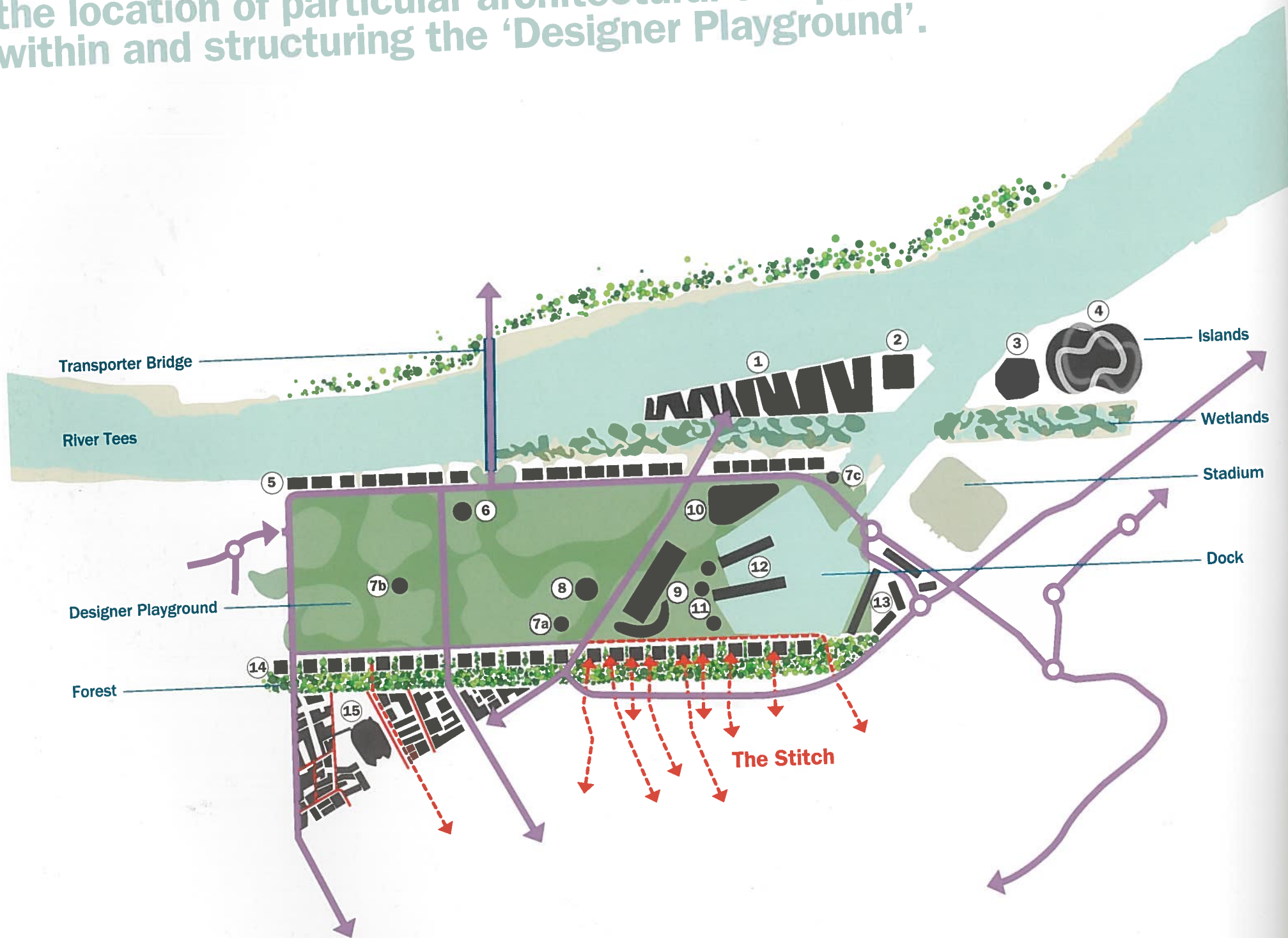
5.0

The Components

Our Vision for Greater Middlehaven envisages a mixed use development comprising residential, commercial, retail, educational and leisure elements. Over the following pages we describe some of the key components that will articulate the 'Designer Landscape'. Some as calm backdrop – defining the edges. Some as attention seeking landmarks – erupting out of the space. 21st Century icons will sit alongside 20th Century icons. Ordinary, everyday objects will become extraordinary architecture. Greater Middlehaven will become a place of surprise and delight.

5.0 The Components

The Concept and Component Diagram illustrates the location of particular architectural components within and structuring the 'Designer Playground'.



1. Cliff
2. Theatre
3. Arena
4. Hula Hoops
5. Bench

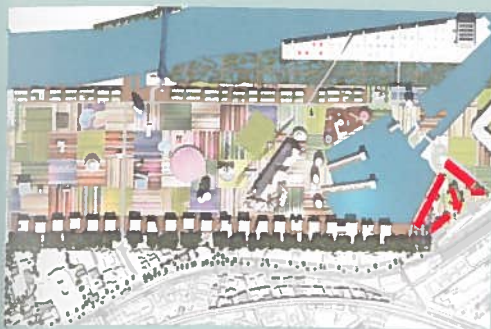
6. Marge Simpson's Hair
7. Hotels:
 - 7a. Champagne Flutes
 - 7b. Egg Hotel
 - 7c. Kerplunk

8. Museum of Digital Media
9. Middlesbrough College and the School of Construction
10. Casino
11. 'Prada Skirt'

12. Living Piers
13. Terrace Hill
14. Sugar Cubes
15. Boho

5.0 The Components

Terrace Hill



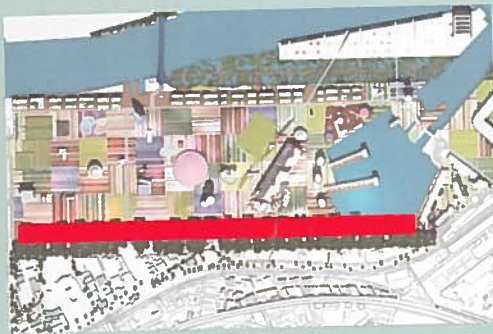
Terrace Hill were selected after a design competition, to develop the first phases of commercial and ancillary leisure development at Middlehaven: 16,000 m² over five phases. The proposed first phase of development is shown.



Top right: image provided by Terrace Hill Property Group.

5.0 The Components

The Sugar Cubes



A simple yet powerful statement to define an extension of Middlesbrough – a new edge created by a line of 20 urban pavillions or white 'Sugar Cubes'!

Controlled Diversity – To achieve maximum visual impact and create a memorable skyline the cubes should conform to a 30m x 30m floorplate and should remain light in tone, with an emphasis on cubic form.

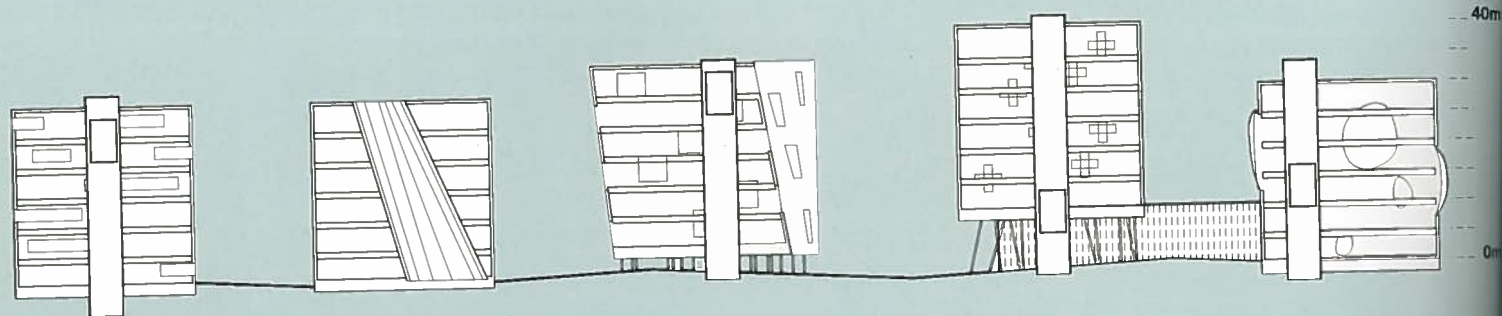
Within these parameters, each developer is free to interpret how they will express their 'cube' building. The cube could rise to 3, 6 or 8 storeys high. It could sit on the Boardwalk, with bars and restaurants at ground floor level looking out over the landscape, or be raised above it. It could be a series of cubes joined together over a number of floors.

There are many possible permutations and ample room for individual expression, but the overall design of the Sugar Cubes should be cohesive.

An example of how a seemingly quite rigorous design brief still gives room for individual expression can be seen in the Hafen development in Hamburg, illustrated opposite.

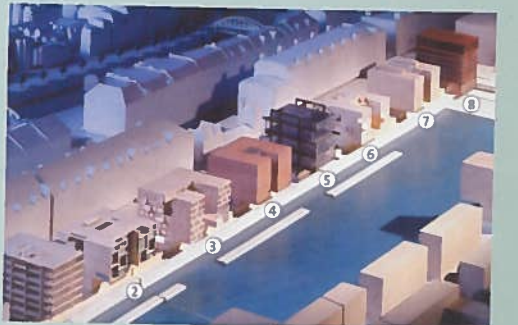


Elevation



Section



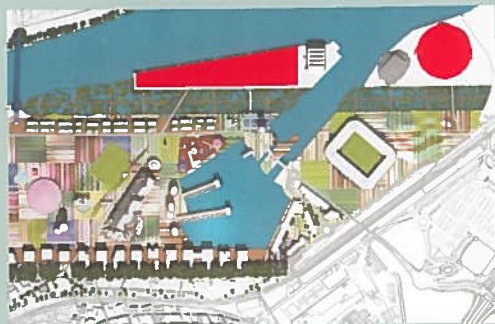


This page and opposite page: example of design flexibility within a simple and coherent framework. Far right: Hafen City Development, Hamburg, 2003.

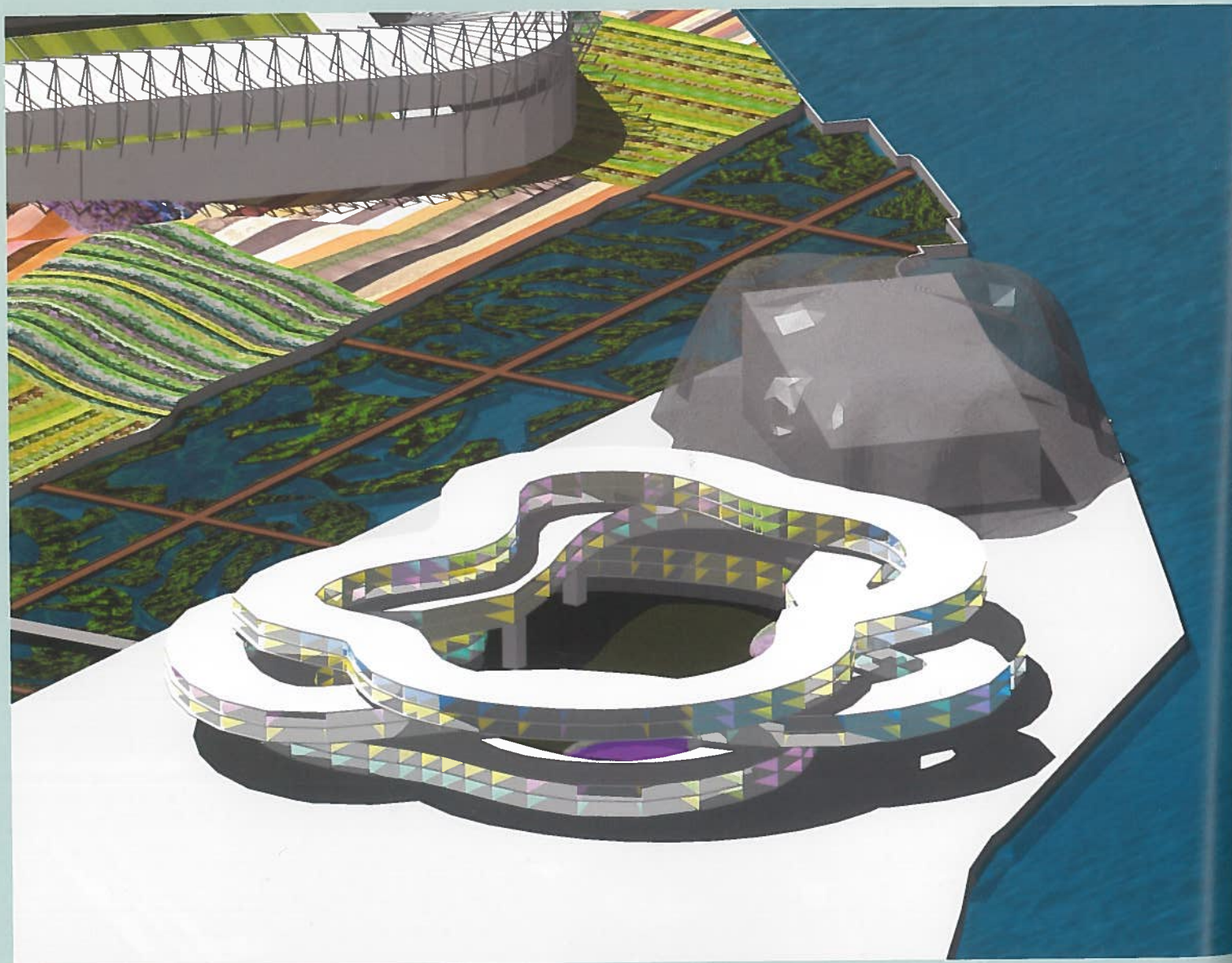


5.0 The Components

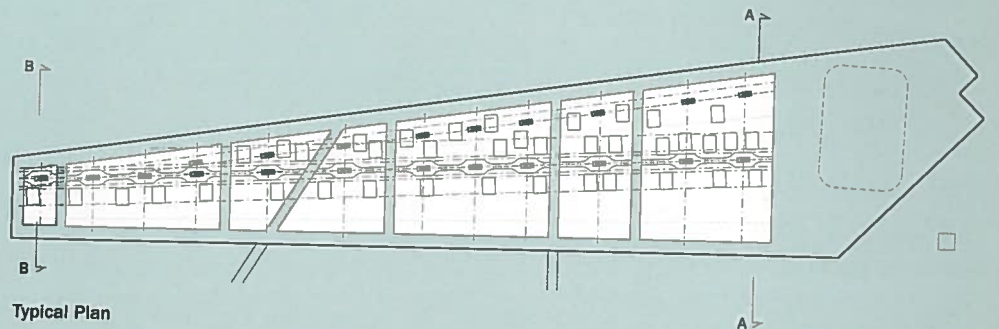
The Hula Hoops and the Cliff



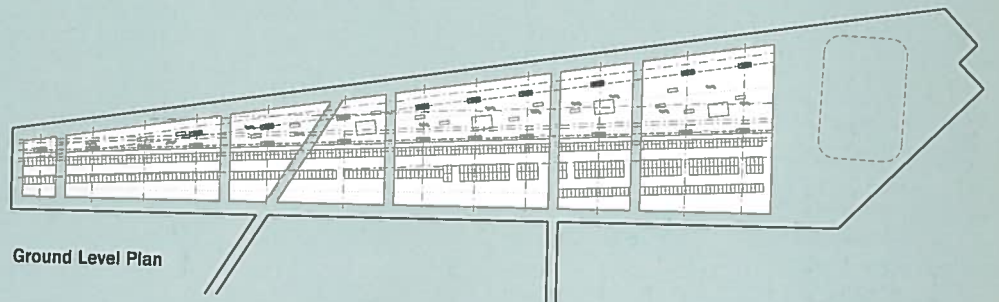
On what become virtually island sites between the Wetlands and the River Tees, the Cliff and the Hula Hoops are residential developments each with a dynamic form. Views from these apartments will be dramatic, either looking out over the River Tees or back towards Middlesbrough across the parkland. The creation of The Cliff is subject to negotiation with Able UK but could be constructed in phases as demand to live in Middlehaven grows. The Hula Hoops would not be built until much later on in the lifetime of the project.



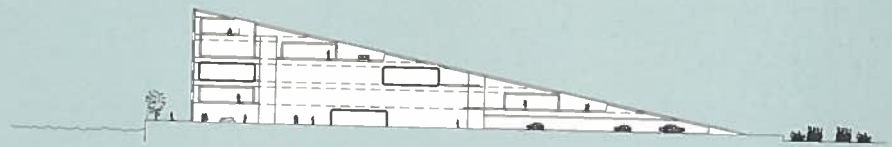
5.0 The Components



Typical Plan



Ground Level Plan



Section AA

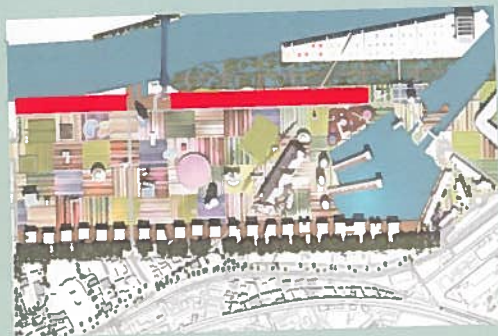


Section BB



5.0 The Components

The Bench

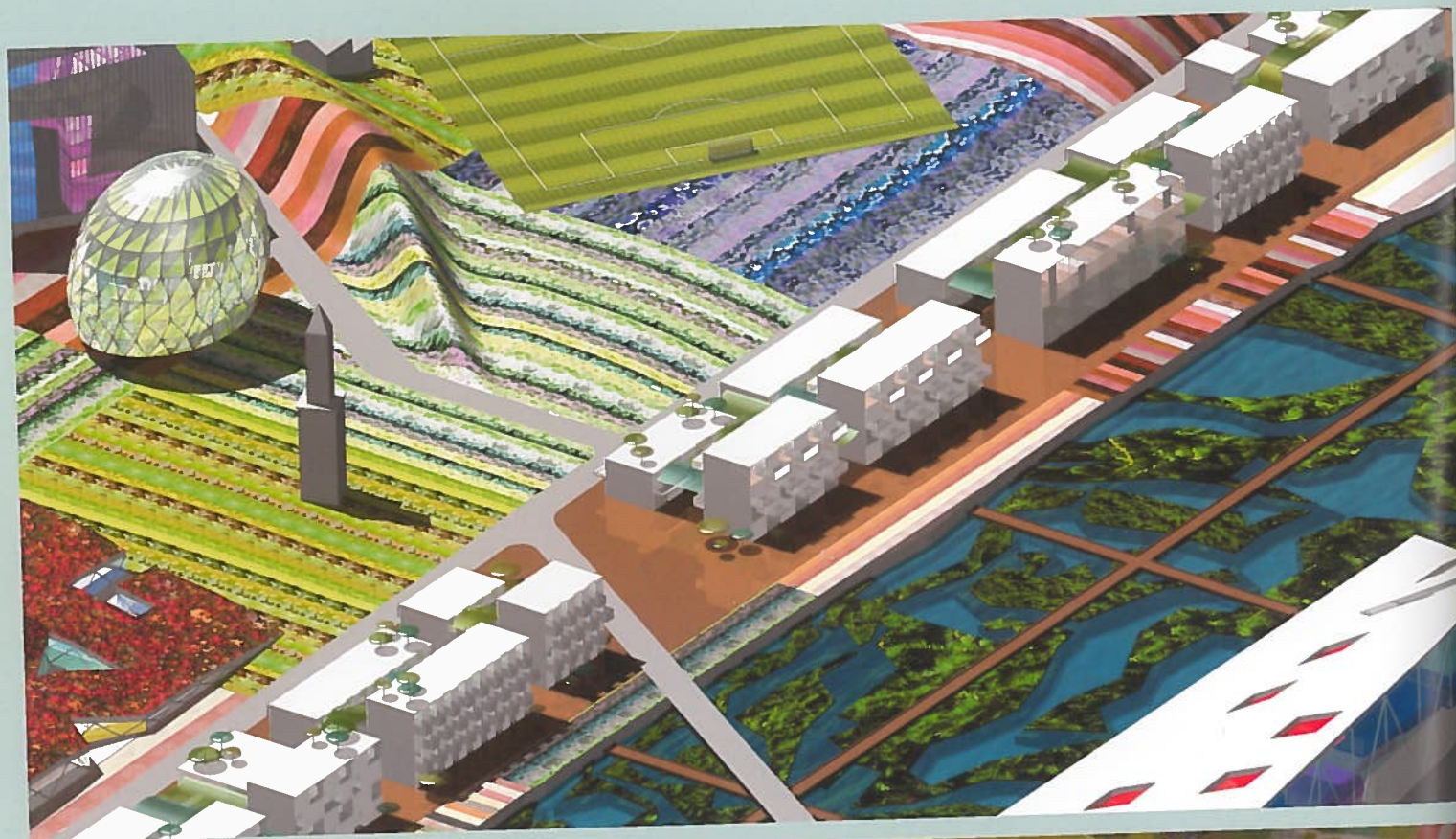


This component is nicknamed the bench because it sits parallel to the park and defines its edge.

It is made up of a series of buildings with a lower profile and form orientated towards the providing low-medium density accommodation for the family housing market.

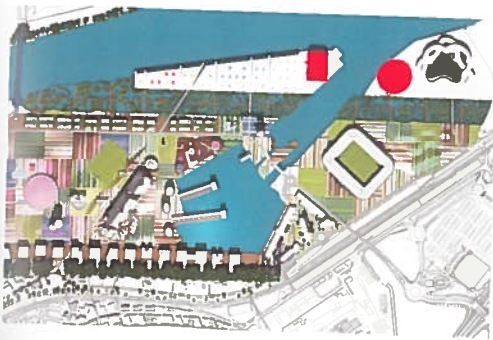
The Bench overlooks and provides natural surveillance of the Designer Playground at the front and to the rear defines the edge of a slender shallow water wetland, beyond which is the River Tees.

The Bench will also incorporate limited neighbourhood retail and commercial components to sustain the life of the park and the new community.



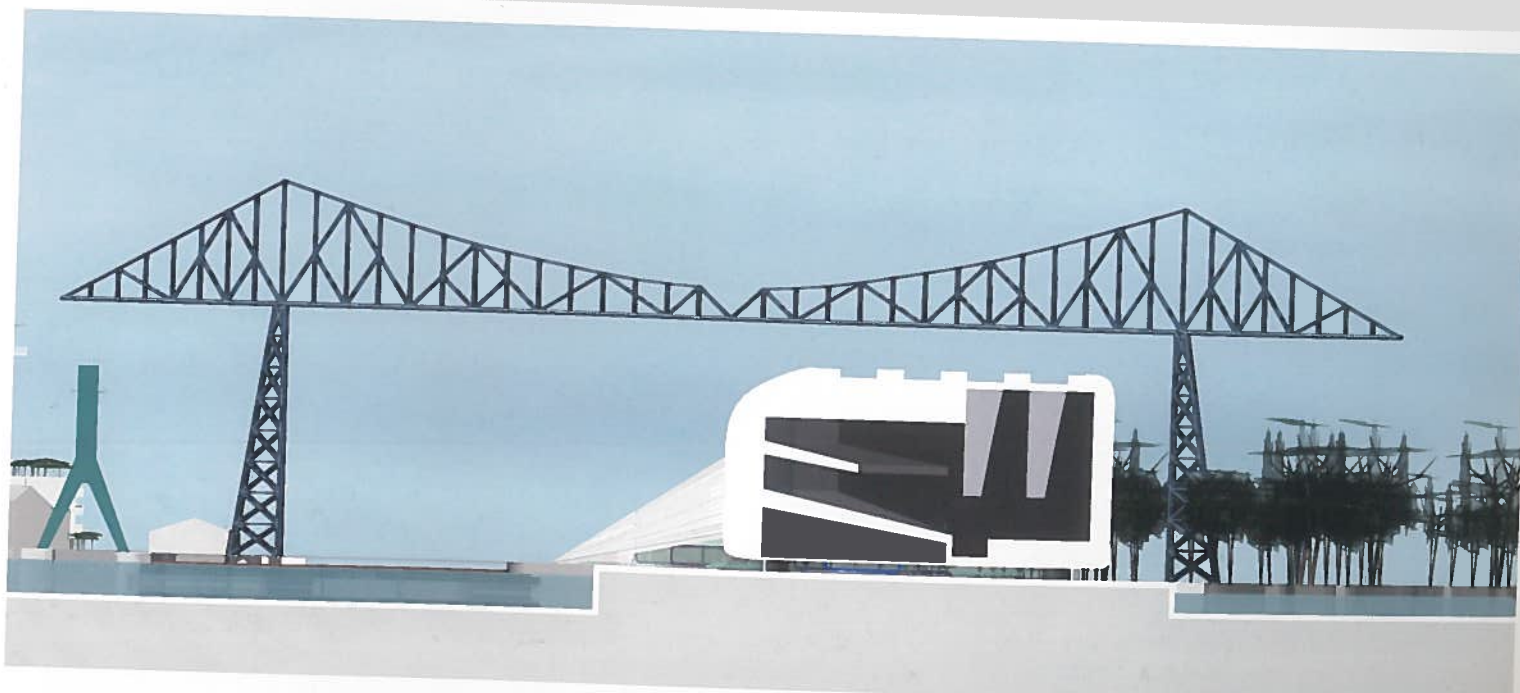
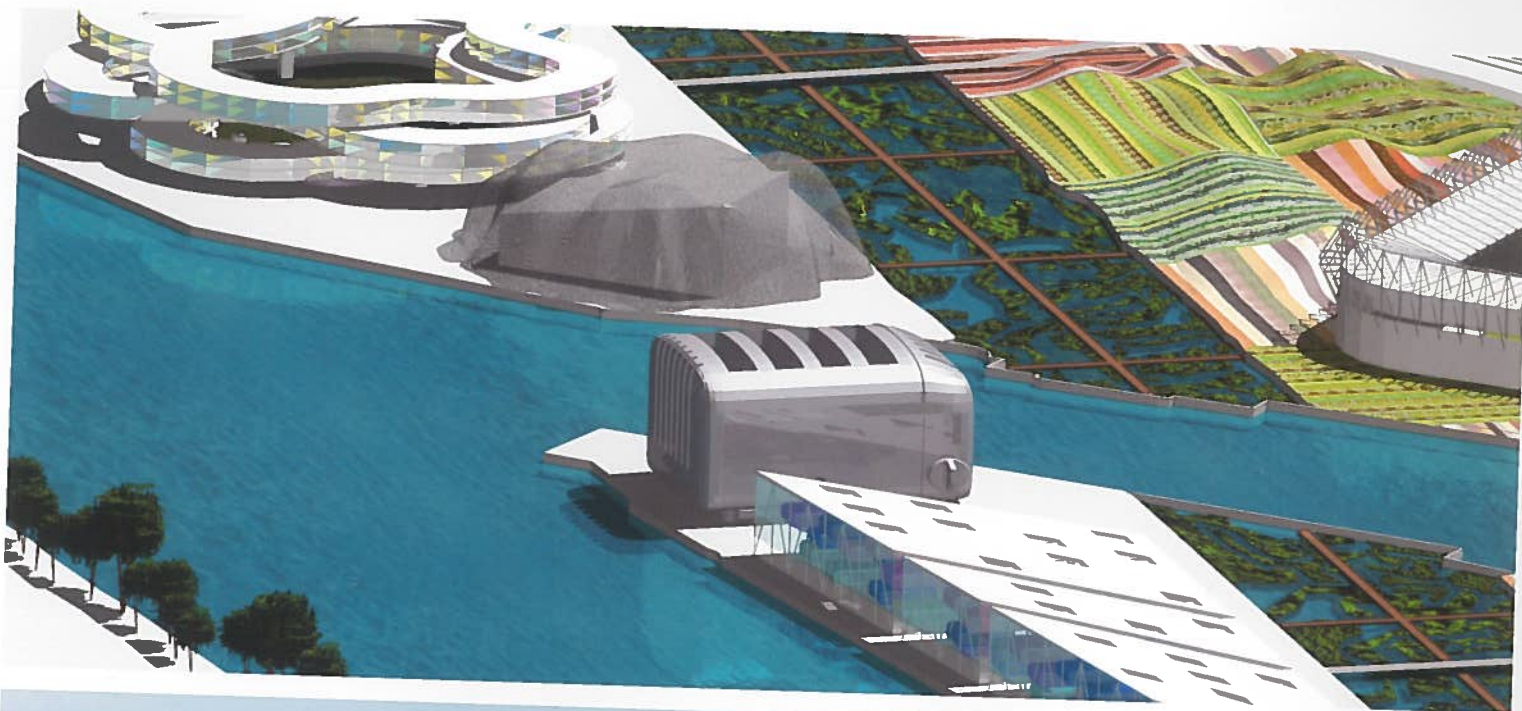
5.0 The Components

The Arena and the Theatre



On the promontories of these two 'islands' we suggest siting two major venues: there has been some commercial interest in developing a Tees Valley Arena with seating for up to 6,000 people and a theatre with seating for 2,500. Subject to negotiation, both facilities could share car parking with Middlesbrough Football Club and use car parking facilities elsewhere in the development together with having some limited parking provision on site.

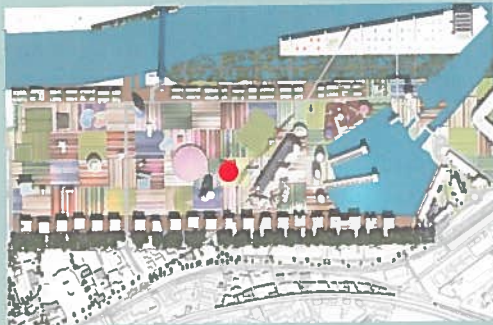
Both facilities are subject to commercial viability and independent feasibility studies which are now being undertaken. At present the nearest venues of this size are in Newcastle and Sheffield. The Tees Valley Corridor is therefore a sensible point at which to site alternatives.



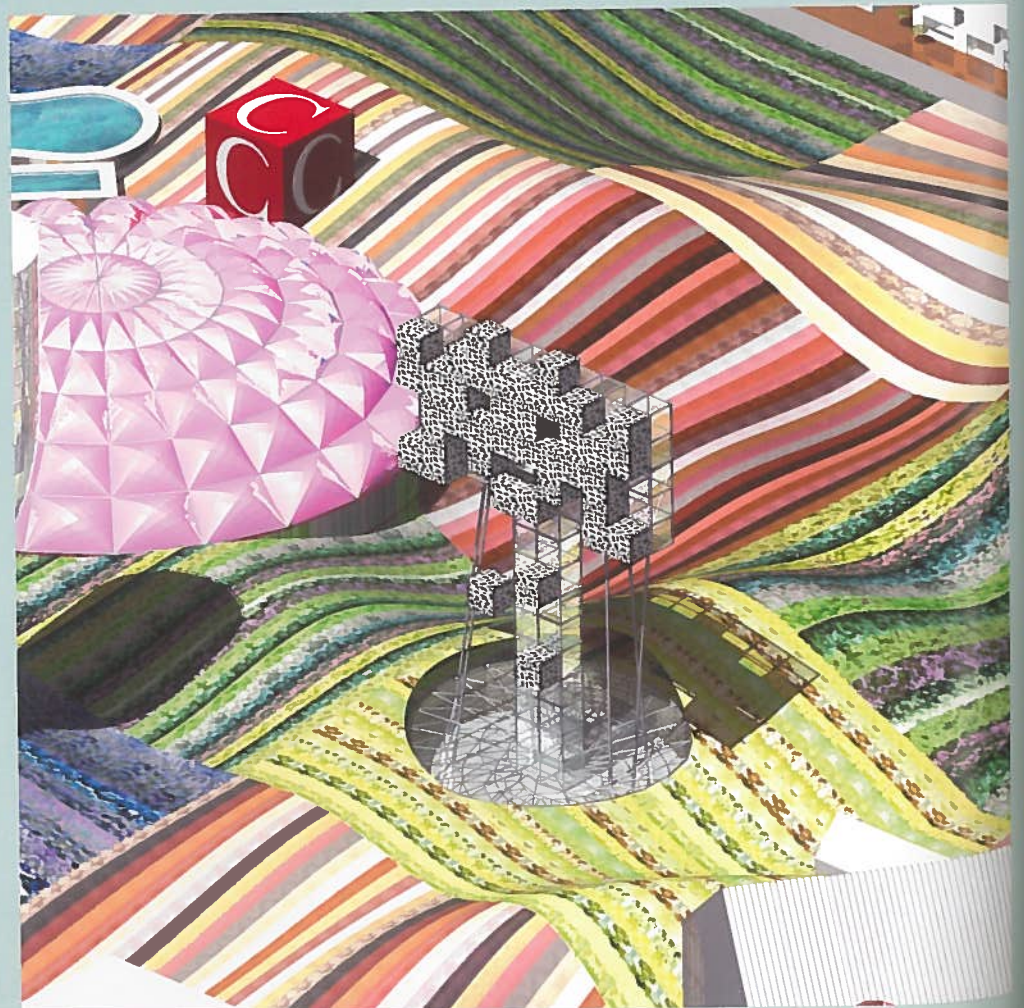
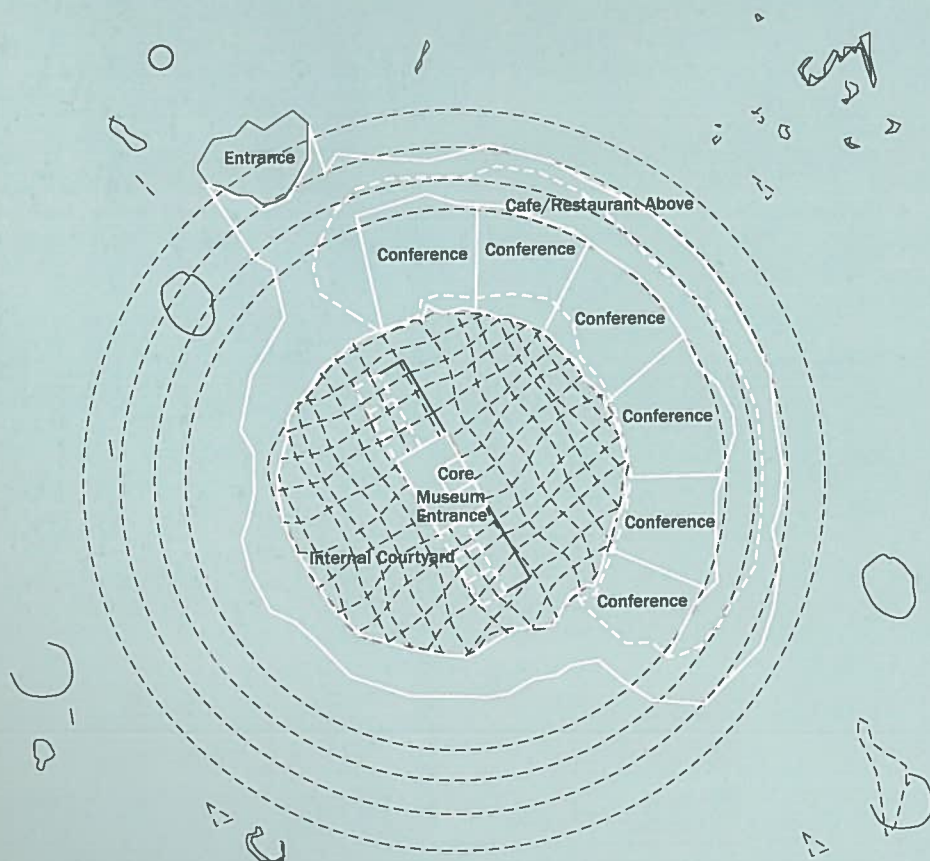
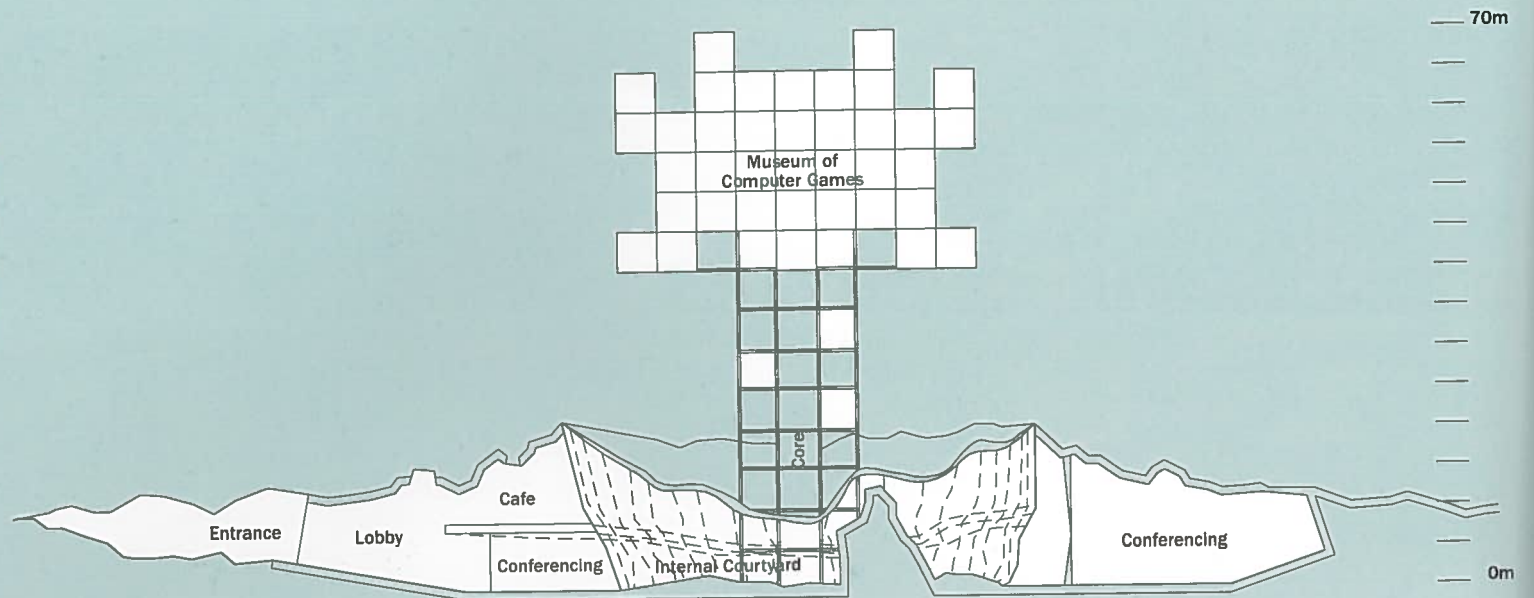
Top right: oblique view of the entertainment cluster.
Middle: elevation including Middlesbrough Stadium.
Bottom: section through Toaster Theatre.

5.0 The Components

The Museum of Digital Media

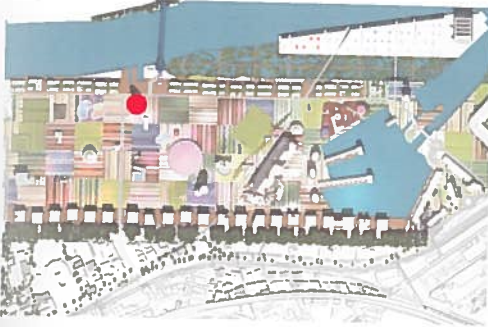


Housed within a giant space invader, the Museum of Digital Media provides gallery space, conference facilities, a multi-format cinema and state of the art digital games. Sited within a 'crater' in the landscape and climbing to the floating space invader above, it would provide an iconic focus to the site and a major visitor attraction. It also ensures and stimulates the continued cutting-edge status of computer programming and animation for which the University of Teesside is renowned.

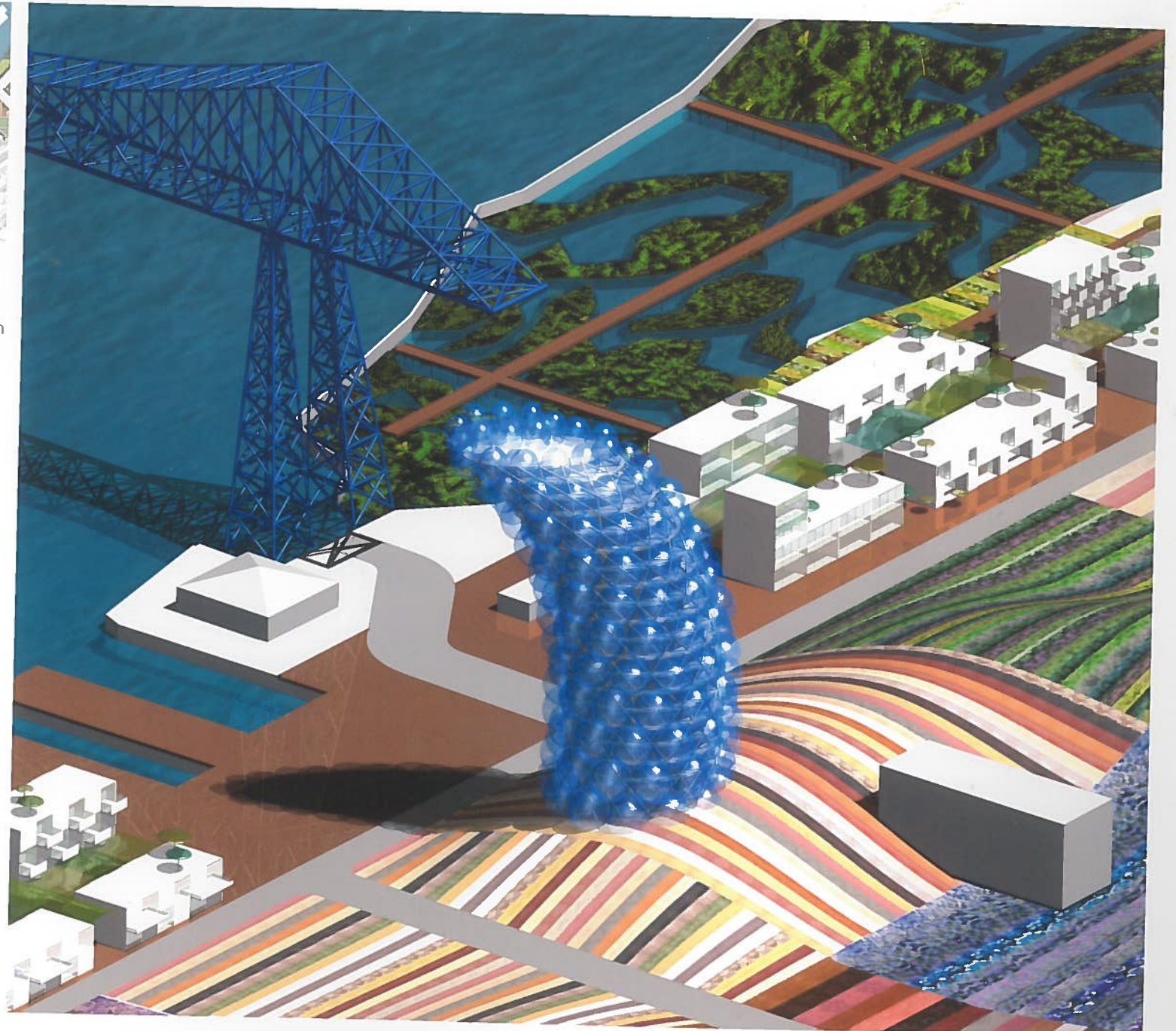


5.0 The Components

Marge Simpson's Hair

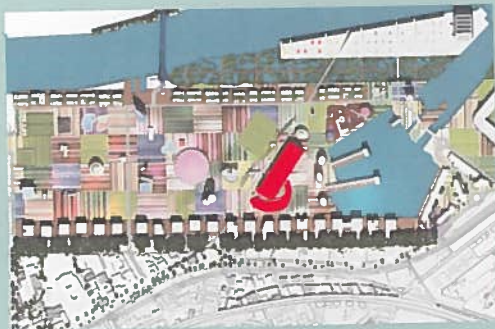


Inspired by 'The Simpsons' television show, this 'icon' is a built representation of Marge Simpson's Hair. The voice behind Marge Simpson had been a guest speaker at the high profile Animex Festival held in Middlesbrough in 2003. Together with the refurbishment of an existing building in the existing Central Industrial Area, this building would create 8,000 m² of commercial office space over ten floors. The scale, bold colour and design of this building create a new and stimulating visual tension with the massive blue aspect of the adjacent Transporter Bridge.



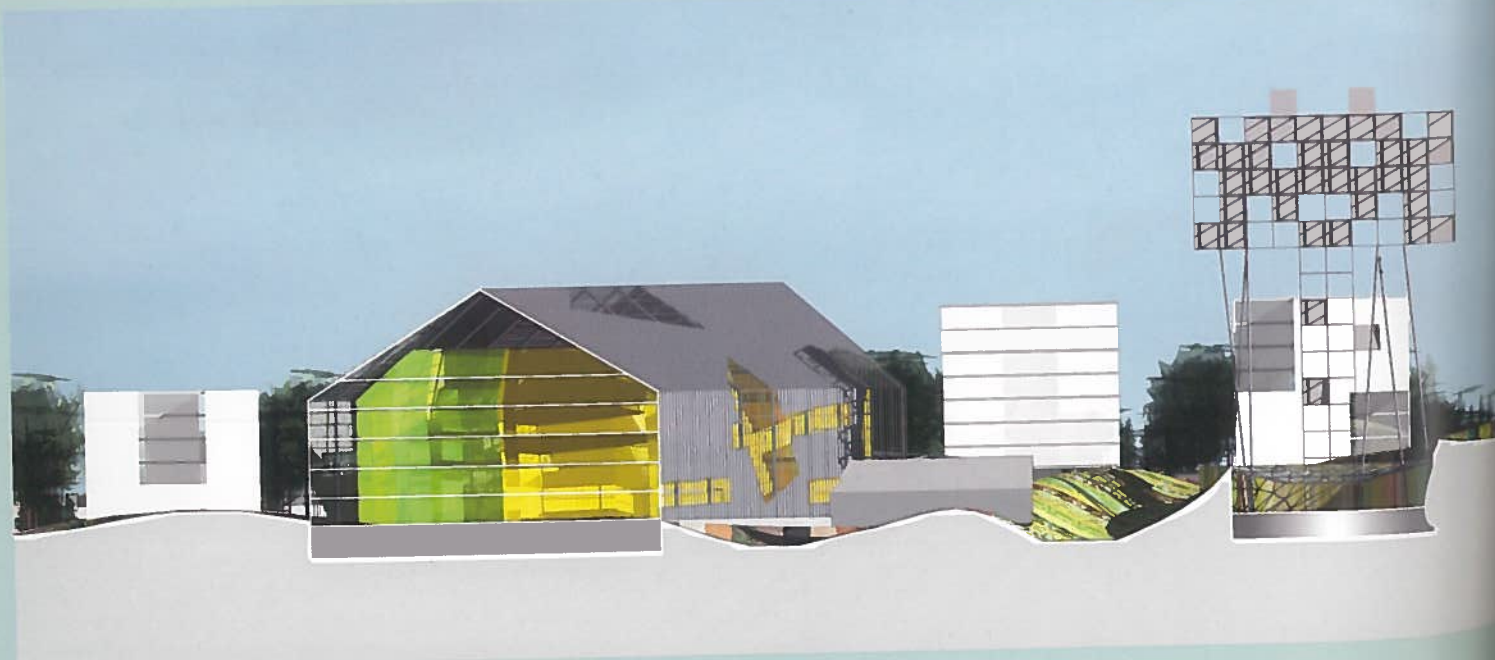
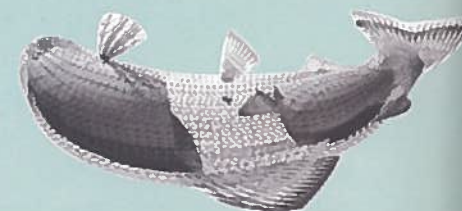
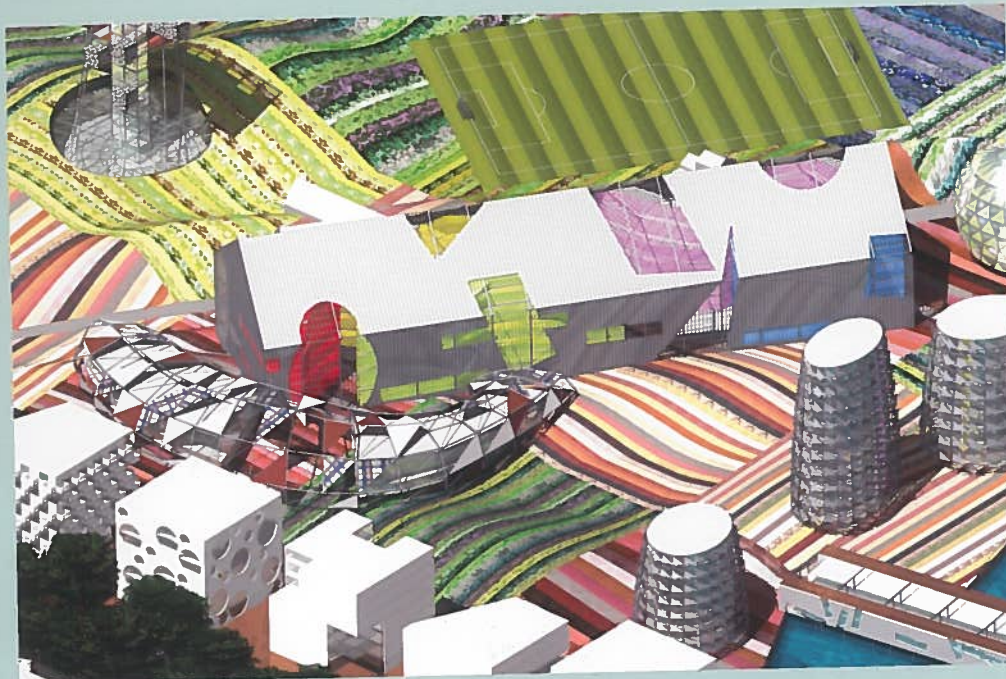
5.0 The Components

Middlesbrough College and the School of Construction

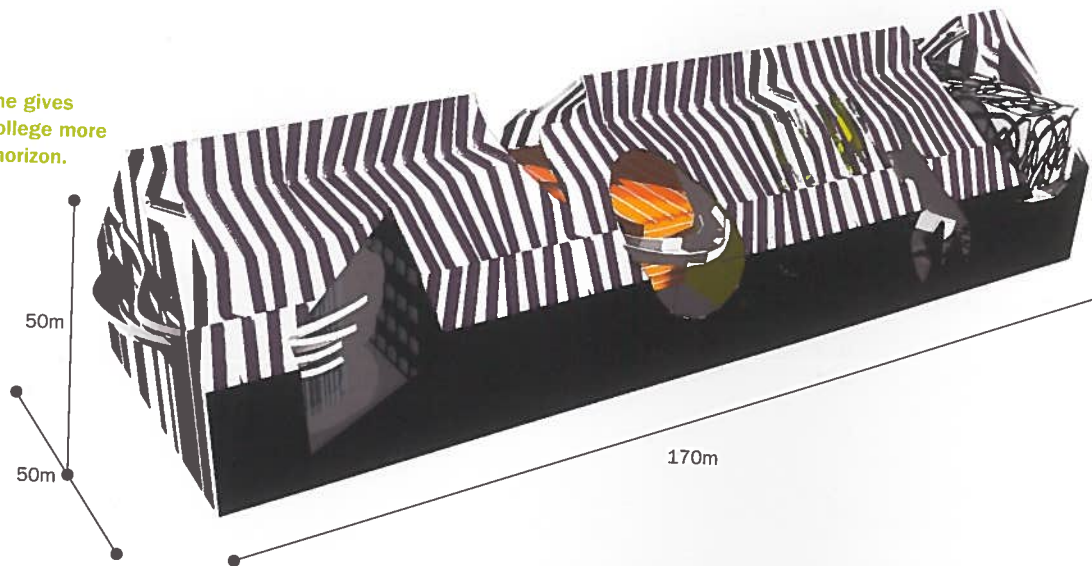


Middlesbrough College choosing to re-site in its entirety at Greater Middlehaven is a significant benefit to the successful implementation of The Plan. With 11,000 students, it will be a major component in populating and popularising the new district. A single iconic edifice, this 'Big House' pays reference to the over-sized enclosures in which the oil-rigs are constructed. Within it are unified all the typically dispersed facilities of a college of this type.

The School of Construction is an ever-changing, hands-on, rough and ready, practical learning experience. Two pavilions housing lecture theatres, offices and tutorial rooms, are enveloped in an open steel portal frame structure. This provides a framework on which new cladding materials can be experimented with, an outside/inside space under which students can learn to construct and build.

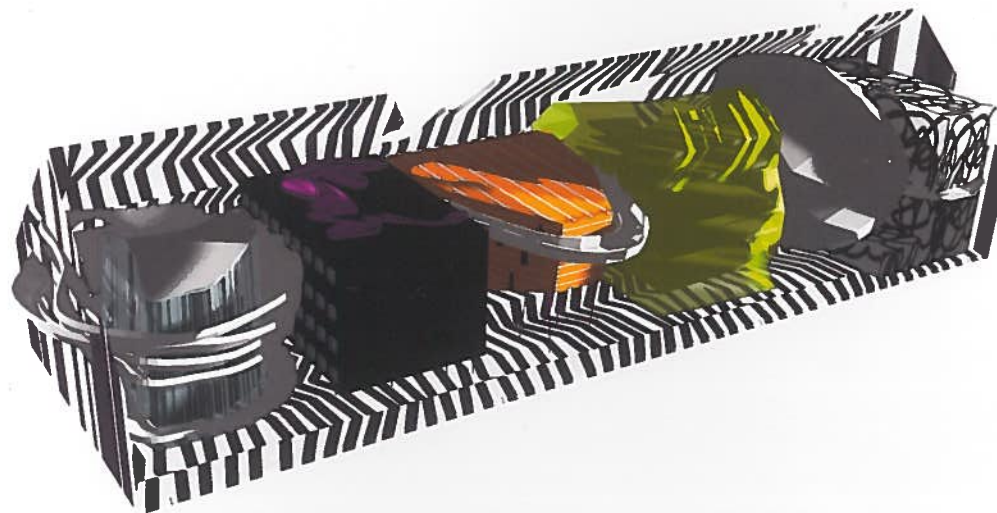


Higher-rise scheme gives Middlesbrough College more presence on the horizon.

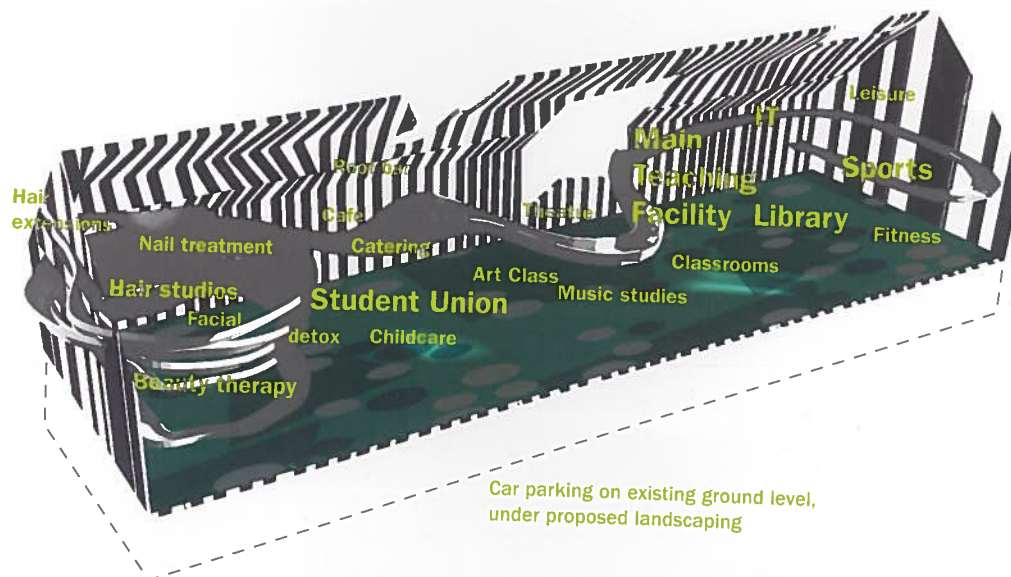


Big house as icon:
Simple portal frame erected to form iconic symbol within city-Holes are cut into the cladding to allow sun onto terraces and lower level gardens. The big roof allows smaller structures within to be clad in a less costly materials, which merely have to insulate and not protect from the weather.

Street wraps around



Objects within given identity:
Raised public street bulges out at points to form sun terraces. The winding street passes into public and around private buildings. People step off the walkway into student units to use the many facilities on offer. Six main buildings given their own identity (from left to right): Hair/Beauty, Student Union, Theatre/Arts, Main teaching, Library/I.T., and Sports.



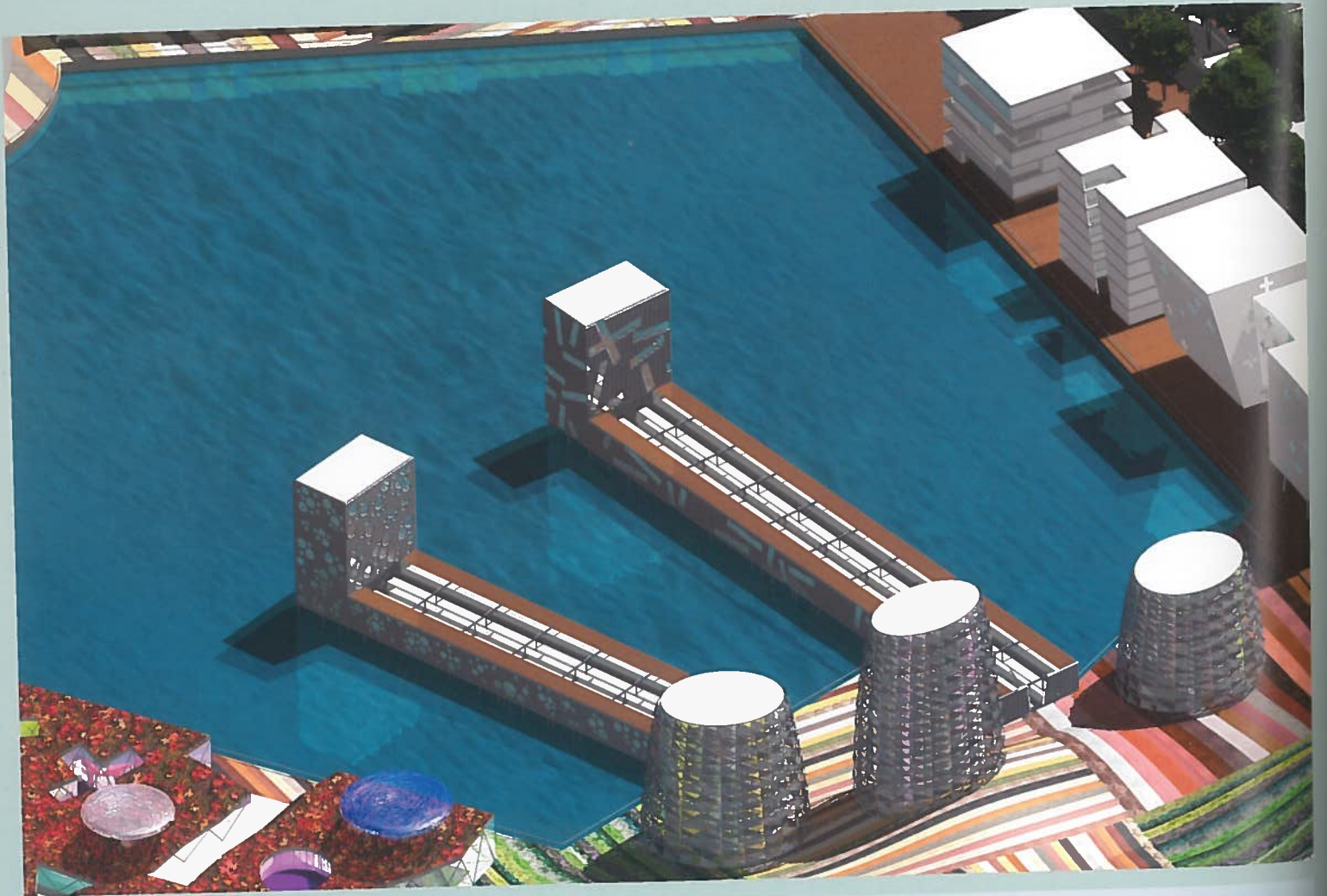
Public street above/Public gardens below:
The traditional high street is wound around end objects so that public must pass all student units as they ramp up to higher level. Raised buildings provide free park space below.

5.0 The Components

The Living Piers

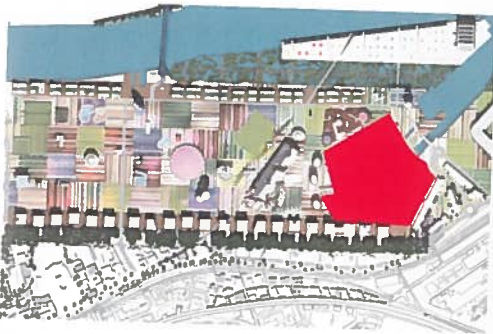


Two piers jutting out over the smooth expanse of the Dock. Together these contain one hundred apartments, a limited amount of destination retail plus bars and restaurants.



5.0 The Components

Middlesbrough Dock



A massive expanse of dark water on which to rest one's eye, the Dock fulfils many purposes. Around its edge are sited bars, restaurants, and apartments; a Dinghy Club, Casino and office accommodation. Sitting over the water are the two Living Piers, whilst the water itself (both the inner and outer docks) will be host to many different events, such as wakeboarding, kayaking and canoeing, outlined by Adventure Concepts at 6.3 in this document (p.81).

British Waterways have expressed an interest in sharing responsibility for the Dock and wish to ensure that it encompasses many activities including dragon boat racing and windsurfing.

The possibility of opening a new narrow channel into the Dock could be considered, adjacent to the existing neck. This would allow the daily traffic of smaller boats, such as the dragons, in and out of the Dock (if the main neck were used for this purpose, the water taken up would be immense). Bigger boats, arriving less frequently, would continue to use the main neck, coming in and out on the tide.

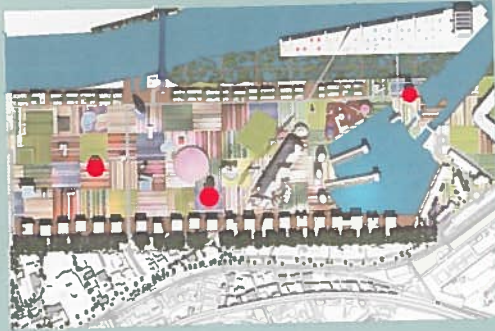
Putting turbines onto the existing lock gates could allow the water to be harnessed for energy. On this basis, the water could be moved around. For instance, taken up into a water tower and allowed to flow back as a river, through the landscape and into the Dock, in a circular journey.

The warm-up events for the Olympic Water Sports, in 2012, may well be held at the Tees Barrage. British Waterways believe that certain events could be held in the Dock.

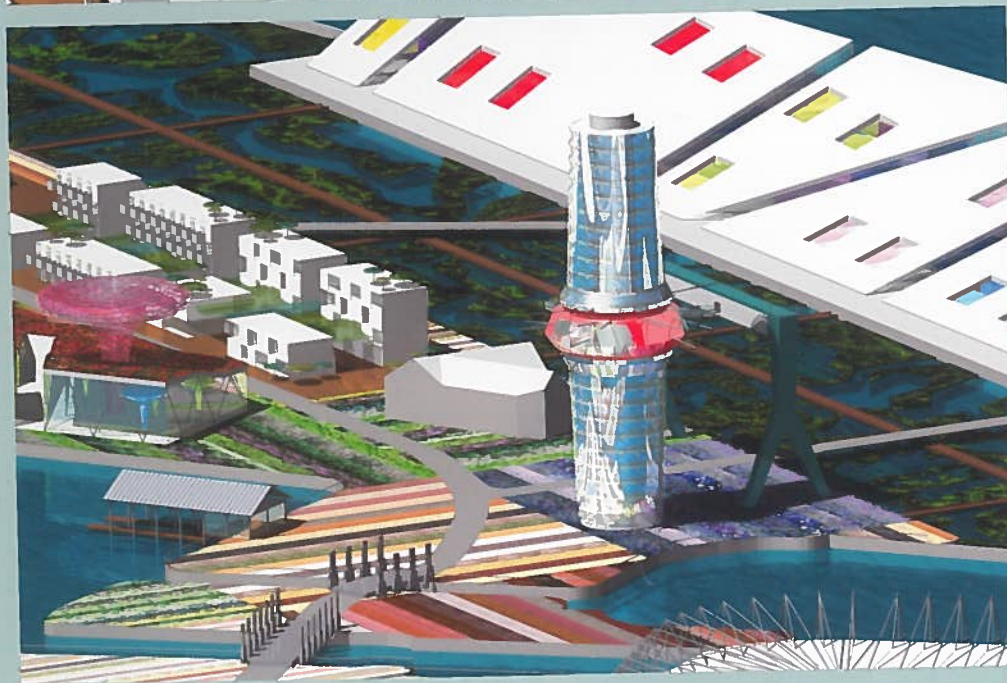
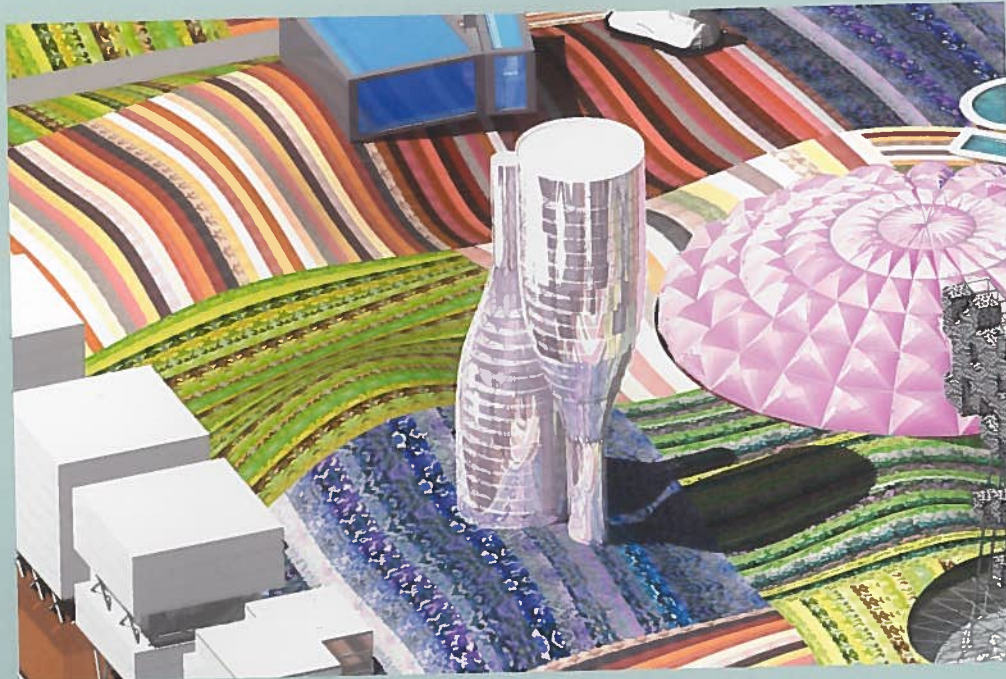


5.0 The Components

The Hotels



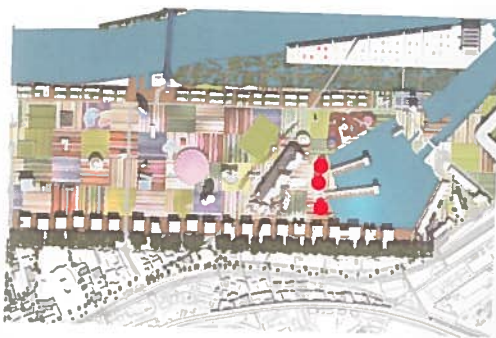
Over fifteen years three hotels will be established in Middlehaven. All three will be placed within the Landscape. The first (the Kerplunk Hotel) will be built next to the Wetlands, overlooking the entrance to the Dock. With 125 bedrooms, restaurants and bars within a circular tower, and views all around, the hotel will be sited close to the Casino, the proposed Arena and Theatre. The second (the champagne flutes) and third (egg) are smaller, each with 75 bedrooms, but also containing a bar and restaurant.



Top right: the Champagne Flutes Hotel.
Middle: the Kerplunk Hotel.
Far right: the Egg Hotel.

5.0 The Components

The 'Prada Skirts'

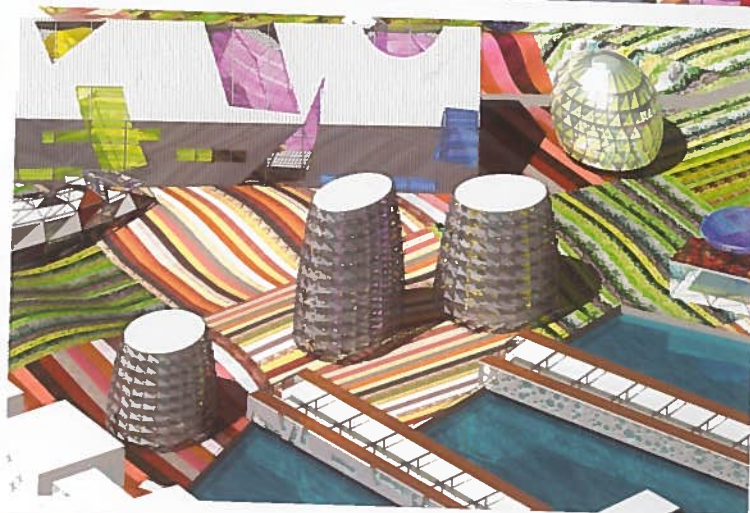


Housing up to 150 units, the three Prada skirts represent the luxury brand of architecture that Middlesbrough aspires to.

Right in the middle of the landscape, right at the heart of the scheme, this site is visible from every point along the dock edge. Nothing short of spectacular is good enough.

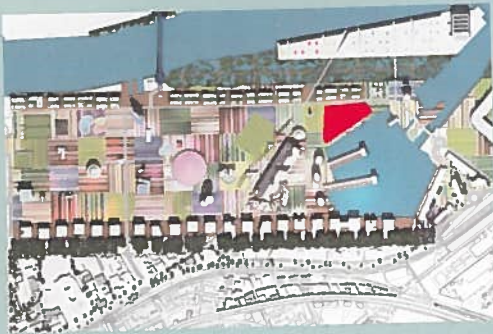
The shimmering 'skirt' apartments are likely to be one of the earliest phases of development and will set the tone. They symbolise the lifestyle shift that Middlesbrough requires to become a truly 'designer label' town.

Bars/restaurants/leisure facilities at ground level will animate the dock edge and the central waterfront space.



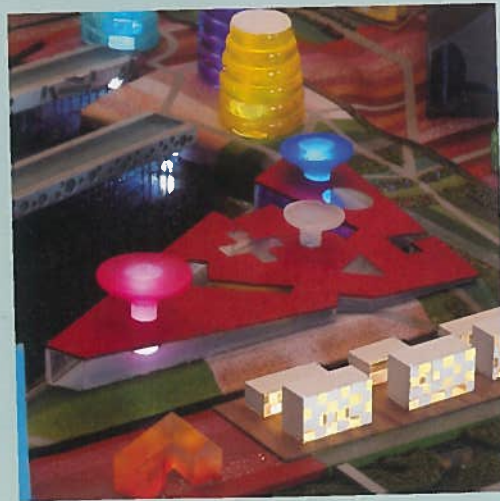
5.0 The Components

The Casino



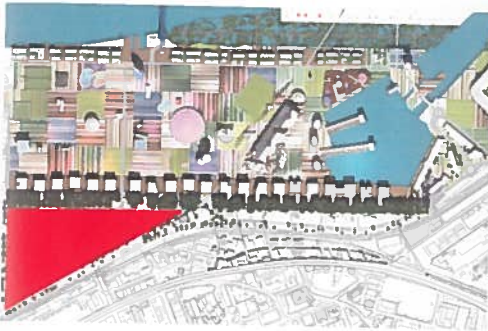
A Casino of 10,000 m² placed next to the Dock would draw many people into Middlehaven.

As the majority of this facility will be arranged on a single 'gaming' floorplate, there is the possibility to merge the majority of the building with the new landscape, with gardens and terraces on its roof. Top class bars, restaurants and ancillary accommodation could quite literally 'erupt' out of the landscape, taking advantage of the waterside setting and views across the Dock.



5.0 The Components

Boho



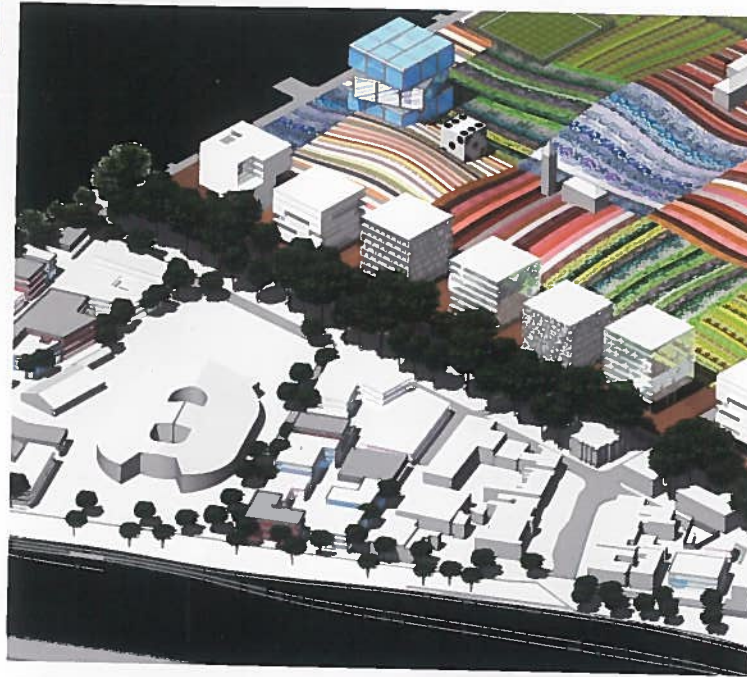
It is envisaged that 'Boho' will glue together the Station Conservation Area around Queen's Square and Exchange Square with adjacent underutilised sites.

With a number of interesting buildings and terraces, this is a part of town which has become run-down but which is full of potential for fine grain, intensive use – a natural extension of Central Middlesbrough.

Sympathetic conversions will make the most of these existing architectural assets bringing them back into active life.

The term Boho is a reference to Soho in London's West End (Middlesbrough Soho or 'Boho Soho'). Middlesbrough has an international reputation for animation and the aim is that software/gaming profile will inspire 'new media' industries to populate the tree-lined Victorian terraces and warehouses.

In the future, new development should accommodate a vibrant mix of bars, restaurants, live/work units and some residential use.



Top right: computer generated images illustrating the future landscape of Boho in 2025.
Middle: Queens Square and Albert Bridge today.
Bottom: comparable streetscapes of 'leafy Victorian suburb'.



6.0

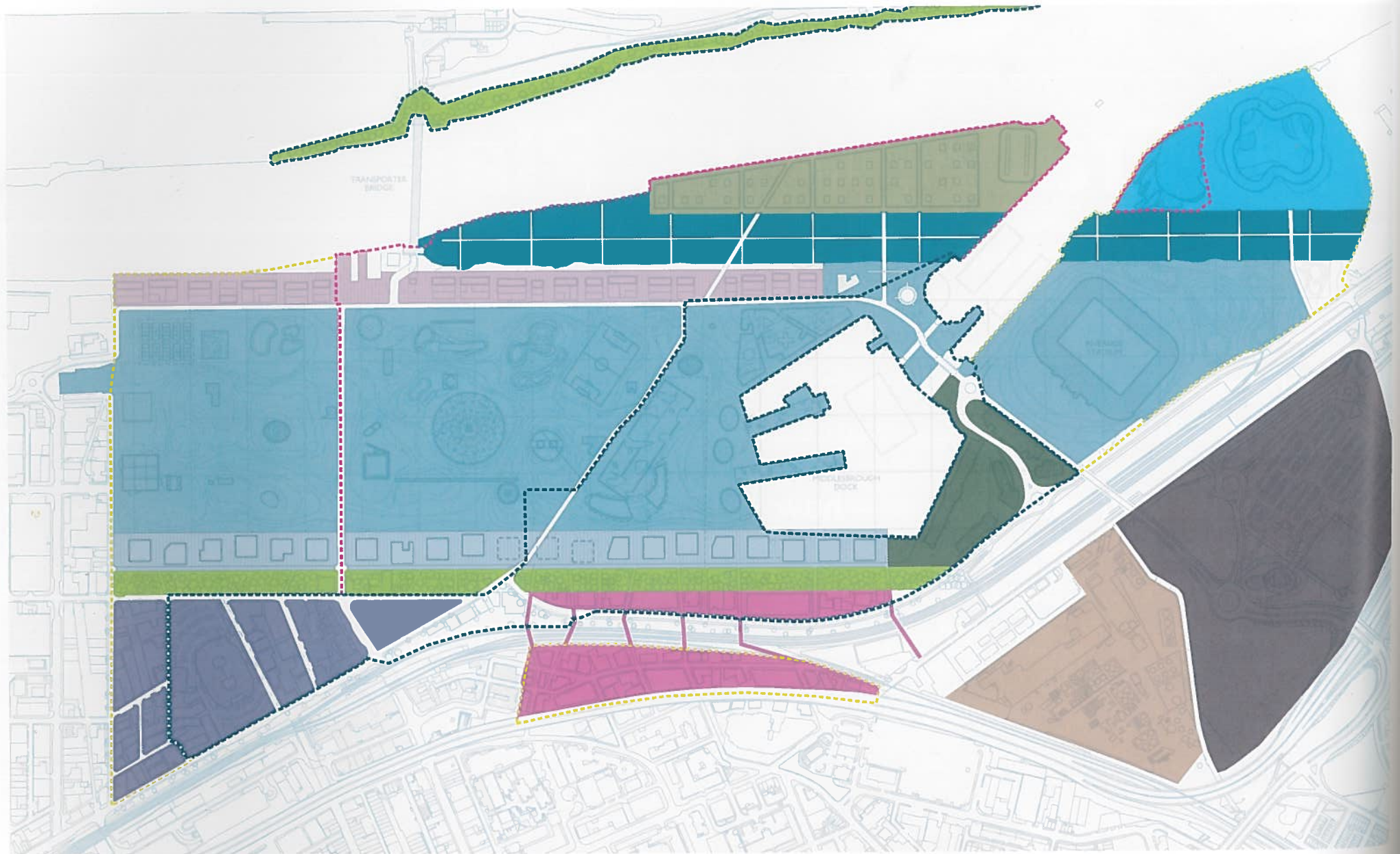
The Framework Plan

We have described the essence of our proposal for Greater Middlehaven and the specific components that will define and articulate the emerging vision. The framework plan represents a platform from which to build. The plans on the following pages simplify what at first glance may seem a complex proposition. They reveals the fundamental structure of Greater Middlehaven and explain:

- The overall land use strategy – how the mix of uses activate the site.
- The landscape/open space strategy – how the Designer Playground will unfold.
- The movement strategy – how people will get to and around Greater Middlehaven.
- The phasing strategy – how we will build Greater Middlehaven over time.

6.0 The Framework Plan

The component plan maximises the opportunity for inspired interpretation.



6.0 The Framework Plan

We envisage the establishment of a single mixed use designation for Greater Middlehaven with clear principles for development.

6.1 The Planning Framework

The Strategic Framework Plan proposals for Greater Middlehaven will inform the ongoing preparation of Middlesbrough's Local Development Framework which, with the emerging Regional Spatial Strategy, will form the new statutory development plan for the area. Middlesbrough Council is required to have the new LDF in place by 2007, replacing the current Middlesbrough Local Plan. The LDF is likely to be accompanied by a more detailed Action Area Plan for Greater Middlehaven or the wider North Middlesbrough area.

Section 2.5 highlights the complex mix of Local Plan policies applying to the Greater Middlehaven area. The masterplan proposals are in broad conformity with Local Plan policies TC9, LT4 and LT7 which relate to the development of the Middlesbrough Dock area for a combination of office/research uses, residential development and major leisure uses.

However, the proposals represent a departure from the wider Local Plan framework which seeks to protect the predominantly industrial nature of the 'Central Industrial Area' and land to the east of the Riverside Stadium (policies EM1, EM2). The Local Plan also identifies the St. Hilda's area as 'white land', unallocated for a specific land use within the plan period, whilst the masterplan presents clear proposals for this part of the Greater Middlehaven area.

The masterplan does not impact on policy EM13 – which creates a presumption for B1 uses in the event of the closure of the Haltermann chemical plant – or policy SA3, which permits bulky goods retail warehousing at Cargo Fleet subject to impact on employment land and the vitality and viability of adjoining town centres.

We anticipate that the new LDF/Action Area Plan will widen the scope of the mixed use policy designation which already applies to Middlesbrough Dock.

We envisage the establishment of a single, mixed use designation for Greater Middlehaven, which will establish clear principles for the development of the area, as summarised below and elaborated on the following pages.

Land Use

The Greater Middlehaven delivery plan proposes a mixed use development comprising residential, commercial, retail, educational and leisure. Overleaf are described some of the key components, which have been designed within this framework.

Creating a presumption in favour of development predominantly within Use Classes B1, C1 (hotels), C3 (residential) and D2 (assembly and leisure) and in Use Classes A1, A2 and A3 where these are demonstrated to be ancillary uses as part of mixed use development proposals; the LDF will also be required to make provision for sui generis land uses including educational uses.

Mix of Uses

Encouraging developers to bring forward proposals for mixed use development encompassing a combination of the above uses and promoting the mixing of uses both vertically and horizontally within blocks.

Active Frontages

Encouraging developers to make provision for active ground floor uses throughout the Greater Middlehaven area but in particular along the edges of Middlesbrough Dock and along Albert Road, Queens Square/Cleveland Street and along Bridge Street East/Dock Street.

Development Density

Promoting higher density development (to be defined in terms of residential units per hectare and commercial floorspace plot ratios) along the northern and southern edges of the site and lower density development within the area of the Framed Landscape (defined similarly).

Height/Massing

Over 30 metres in height:

- Sugar Cubes
- Middlesbrough College
- Arena + Theatre
- Marge Simpson's Hair Office Development, Kerplunk Hotel and Egg Hotel
- Champagne Hotel
- Residential Blocks sited on Landscape
- Living Pier Residential and Shopping
- Museum of Digital Media

Below 30 metres in height:

- The Bench
- Cliff and Hula Hoops Residential
- Middlesbrough College Construction Block
- Living Piers
- Cinema
- Rubik's Cube
- Middle-X Arena
- School
- The Stitch developments
- Terrace Hill
- Leisure + all others

Movement and Circulation

Establishing the principle of a series of local distributor roads along the edge of the area and requiring development to be served via three main principal routes crossing the site, with smaller scale roads in the nature of lanes and cycle paths, not taking the form of traffic engineered roads.

Public Transport

The LDF will establish a clear position in terms of public transport access to the area and create a presumption in favour of developments which minimise use of the private car and demonstrate how they will encourage sustainable transport.

Parking

Creating a presumption in favour of off-street parking encompassed within the new landscape form, or in multi-storey provision with limited on-street provision in key locations; the LDF will need to establish maximum/minimum parking ratios to be applied to particular land uses.

The River Tees/Middlesbrough Dock

Protecting the visual integrity and amenity of the key waterfront assets by creating a presumption against development which is inappropriate in scale and massing.

Conservation

There is a Conservation Area within the Middlehaven proposals and this will clearly require sensitive development and detailed consultation with English Heritage as appropriate.

Landscape Assets

Creating a presumption against development which impacts on the integrity of the new Greater Middlehaven landscape by virtue of inappropriate design, scale or massing.

The new LDF/Action Area Plan will also need to establish how Middlesbrough Council will seek to use its powers under Section 106/Section 278 of the Town and Country Planning Act 1990 to secure highways works, community infrastructure or other community benefits which are related to the development and appropriate to its location, scale and nature.

6.2 Design Parameters and Ensuring Quality

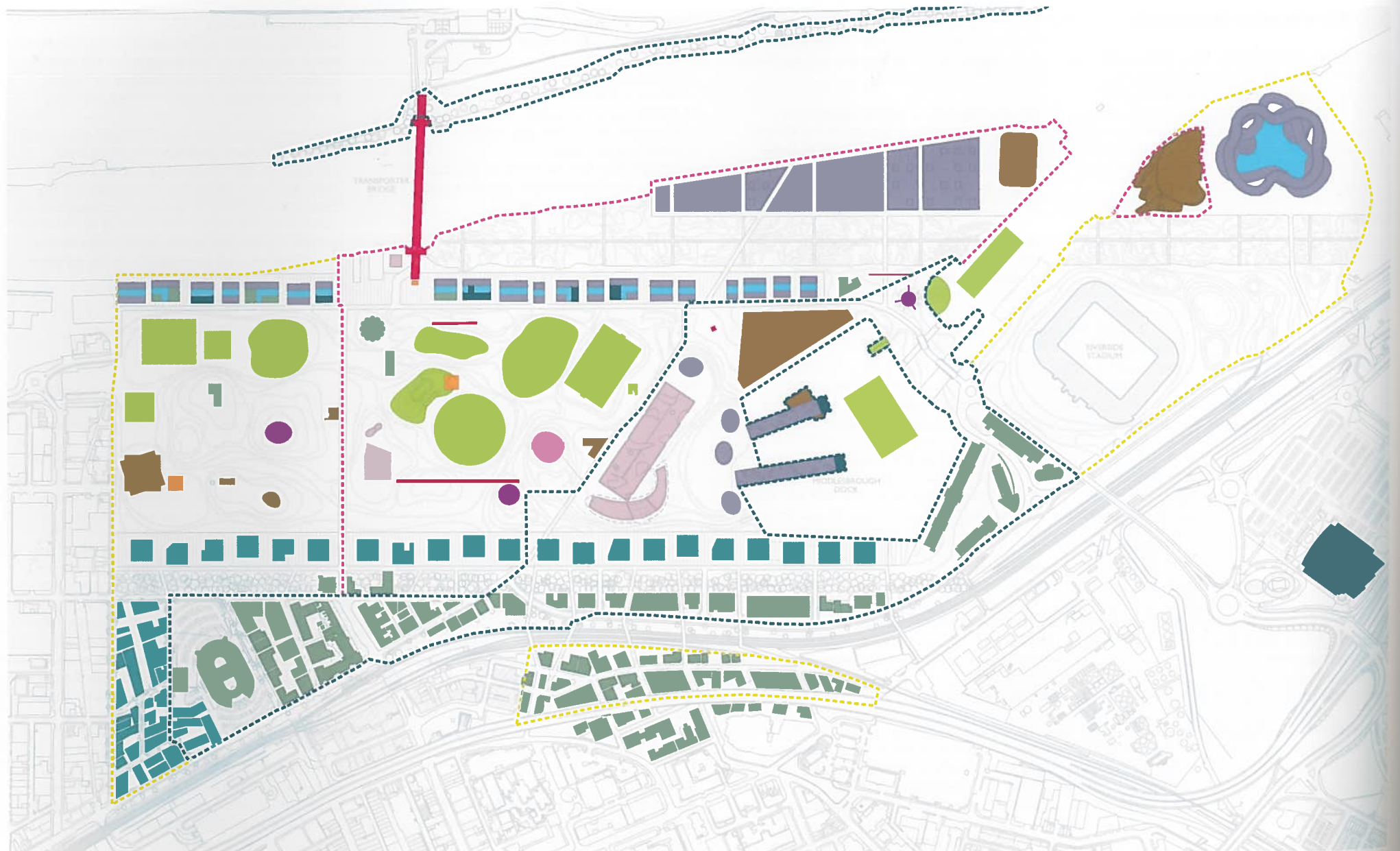
With a commitment from the outset to give Middlehaven and Middlesbrough a vision that will inspire and excite, the success of this ambition has to be as much in the detail as in the initial concept: the design of each individual architectural component is as crucial to the overall success of the project as the design of The Plan as a whole.

Teess Valley Regeneration are committed to working with architects, designers and builders of high standard, and to the use of high quality materials, albeit as varied a palette as anyone would wish. There is also the necessity of holding to the structure outlined in this document in terms of mix of use on the site and types of use that are desirable. The detailed design of the public realm is to follow the principles set out in the landscape section.

We have the strength of purpose and long term overview that allows less than ideal tenants to be turned away, even if a short term view would see their presence as desirable.

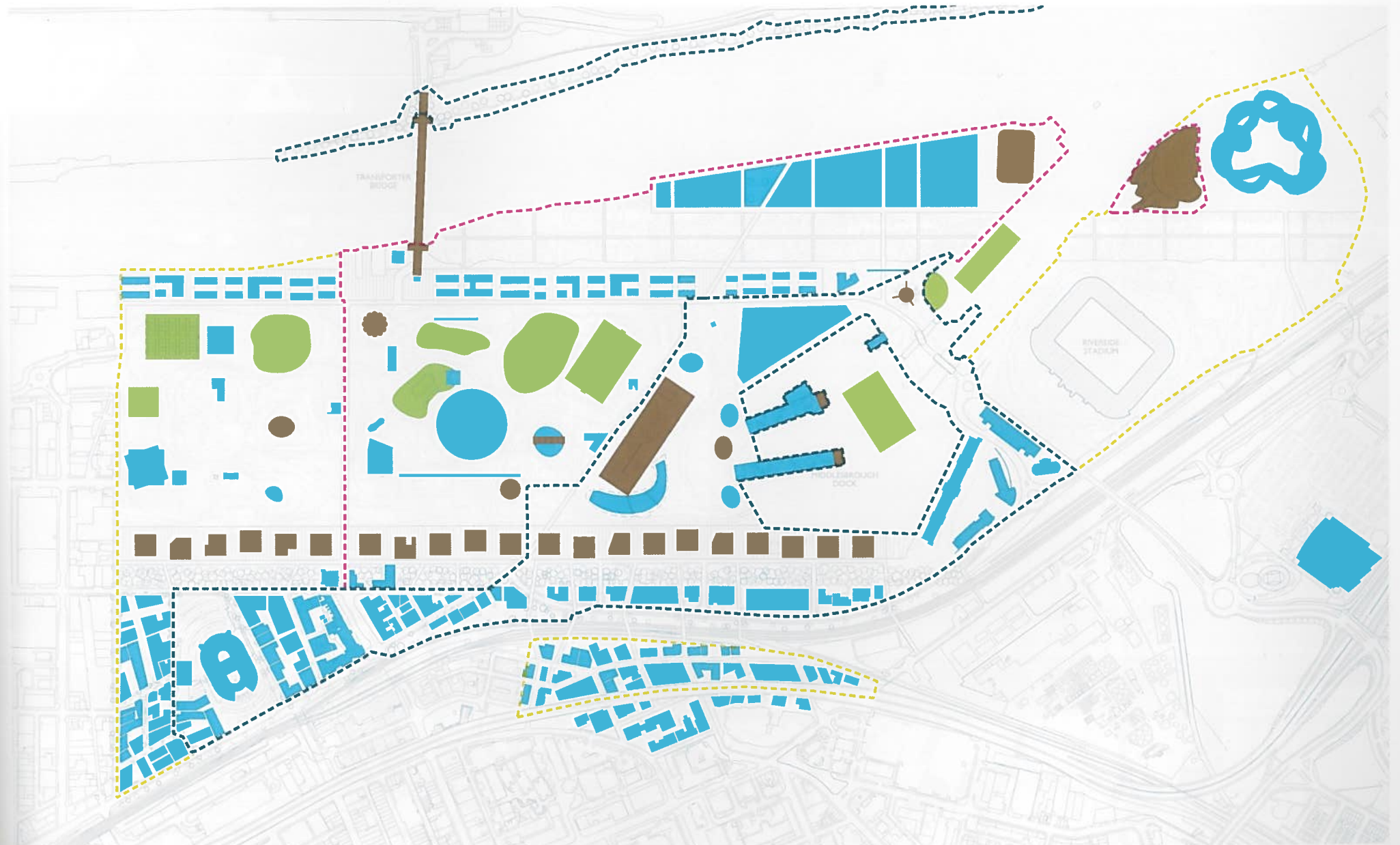
6.0 The Framework Plan

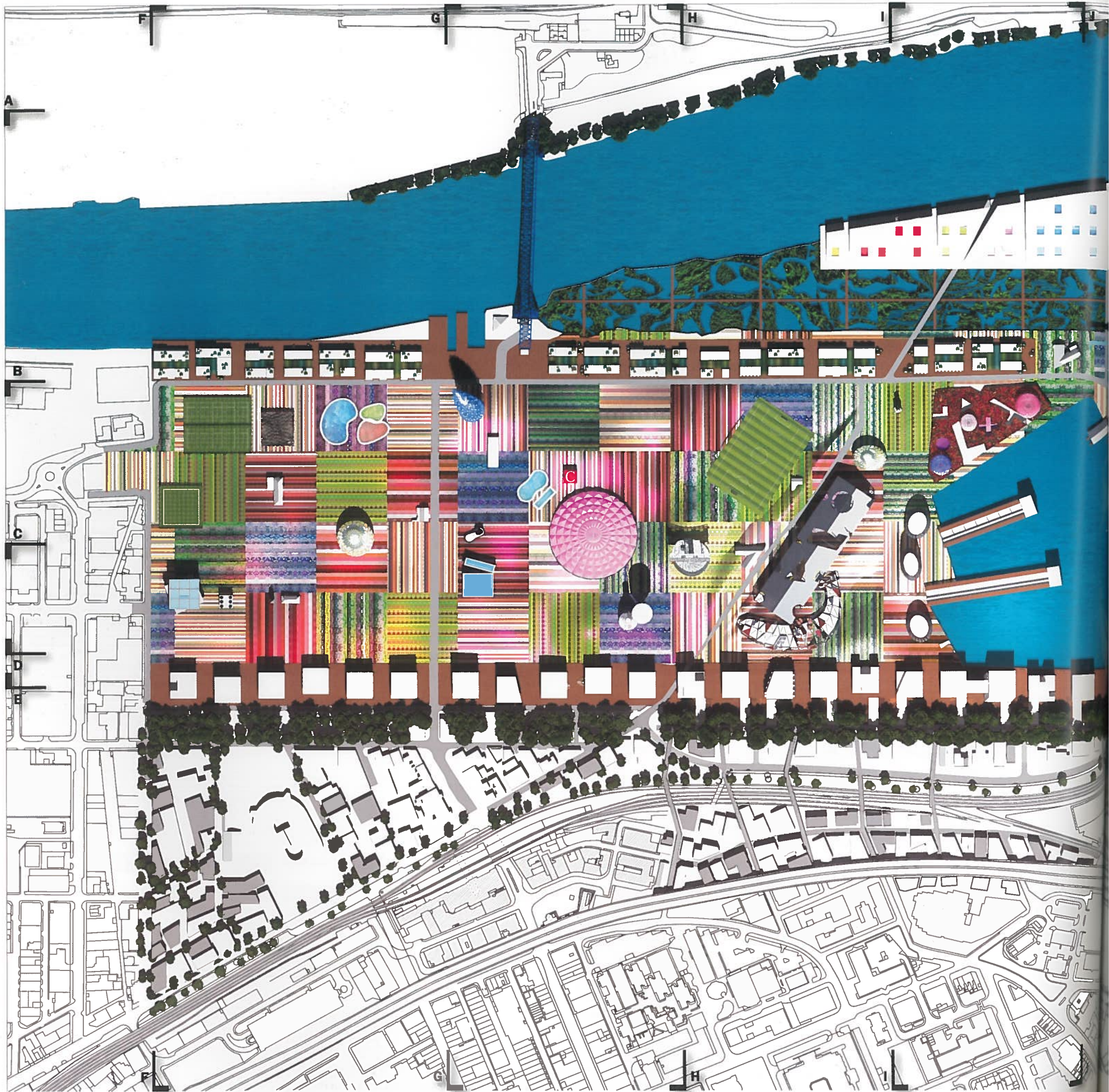
The land use plan



6.0 The Framework Plan

The height and massing plan







Above: images taken of promotional model as displayed at the Venice Biennale.

Left: illustrative masterplan showing an interpretation of the framework plan.

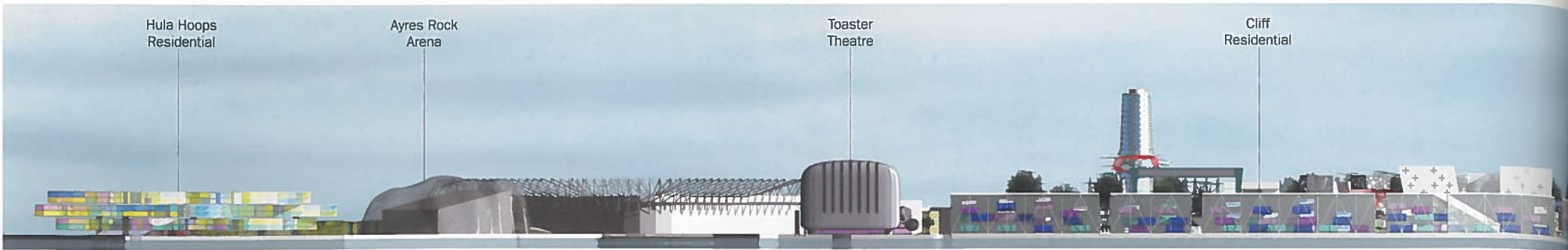
Overleaf: illustrative sections (related to plan opposite) showing heights, massing and topography.

Hula Hoops Residential

Ayres Rock Arena

Toaster Theatre

Cliff Residential



Longitudinal Section AA: Looking South

Riverside Stadium

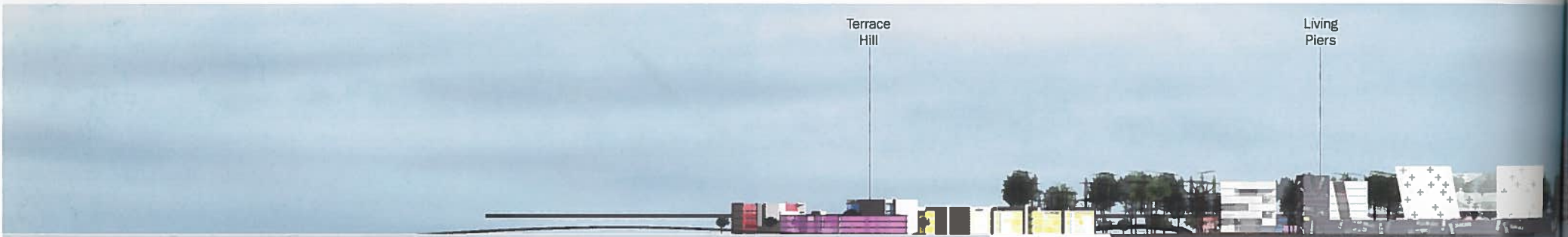
Casino



Longitudinal Section BB: Looking South

Terrace Hill

Living Piers



Longitudinal Section CC: Looking South

Rubik's Cube Cinema

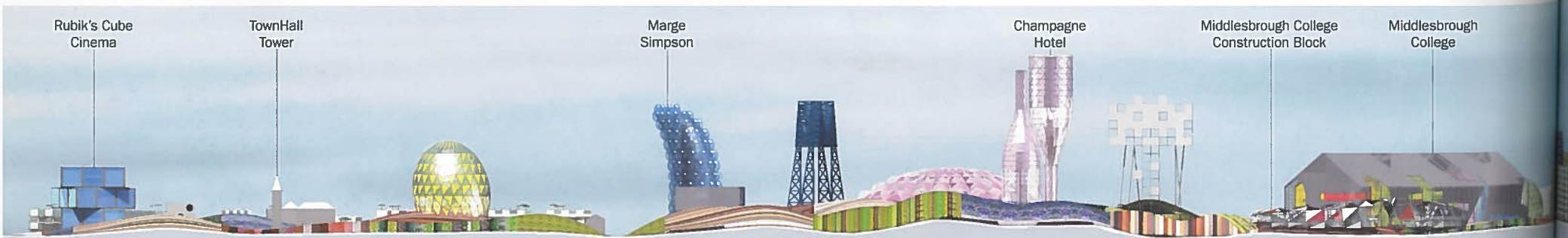
TownHall Tower

Marge Simpson

Champagne Hotel

Middlesbrough College Construction Block

Middlesbrough College



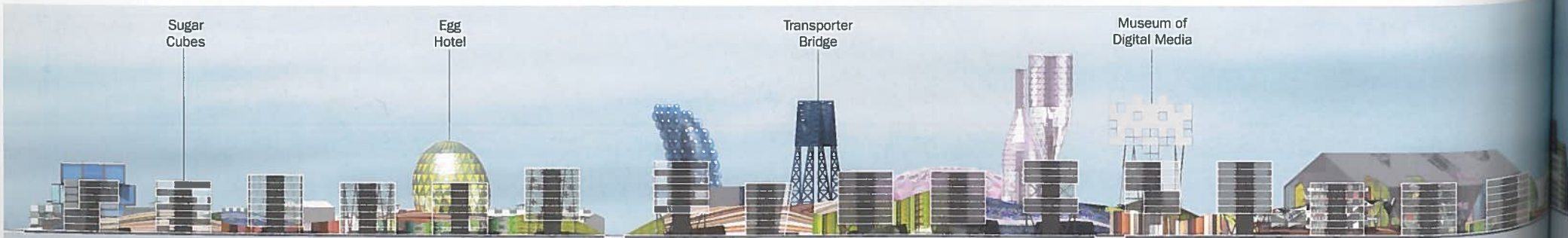
Longitudinal Section DD: Looking North

Sugar Cubes

Egg Hotel

Transporter Bridge

Museum of Digital Media

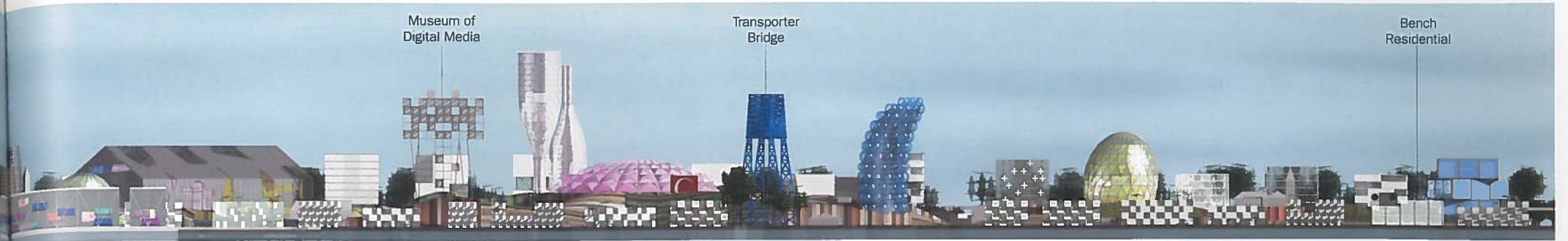


Longitudinal Section EE: Looking North

Museum of Digital Media

Transporter Bridge

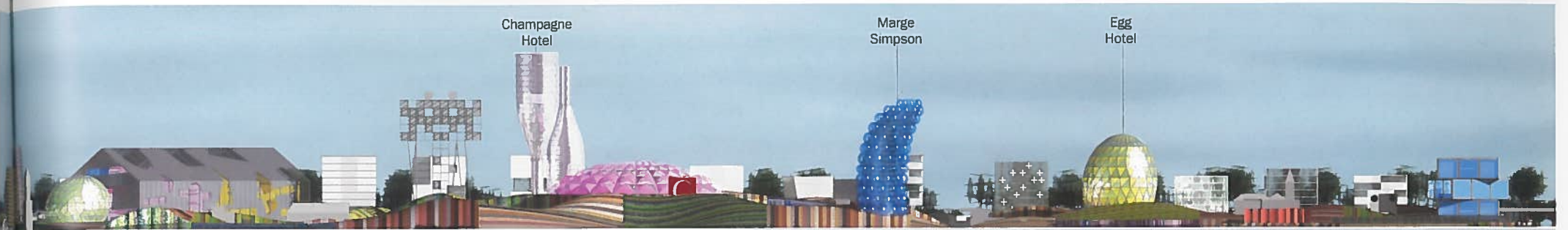
Bench Residential



Champagne Hotel

Marge Simpson

Egg Hotel



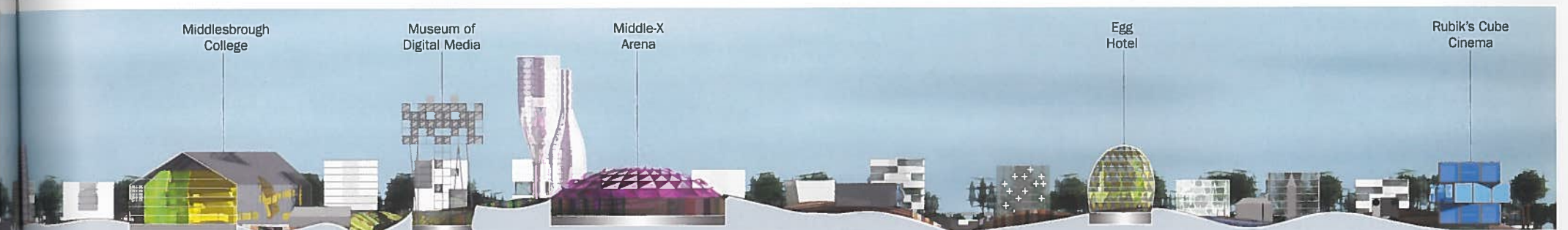
Middlesbrough College

Museum of Digital Media

Middle-X Arena

Egg Hotel

Rubik's Cube Cinema

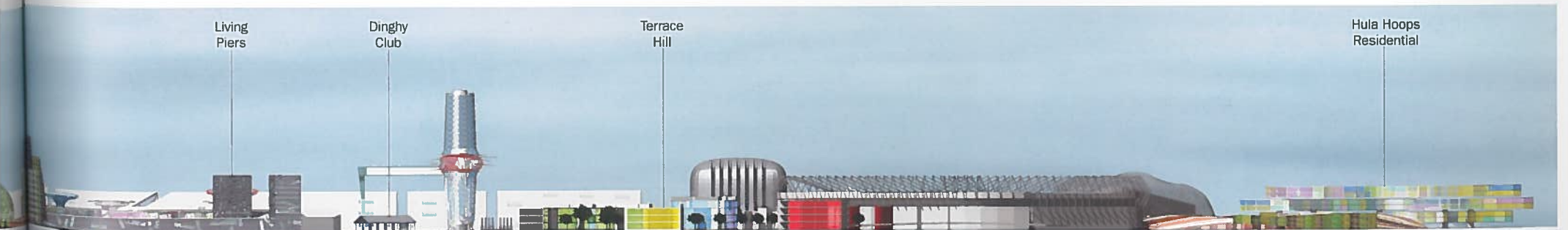


Living Piers

Dinghy Club

Terrace Hill

Hula Hoops Residential

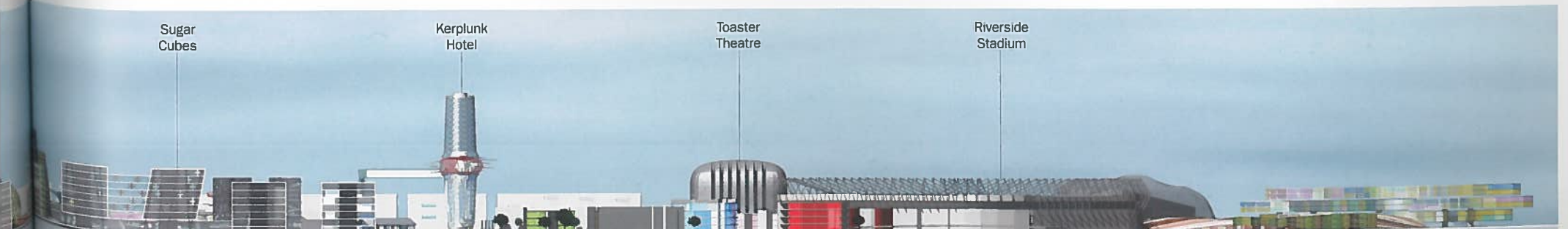


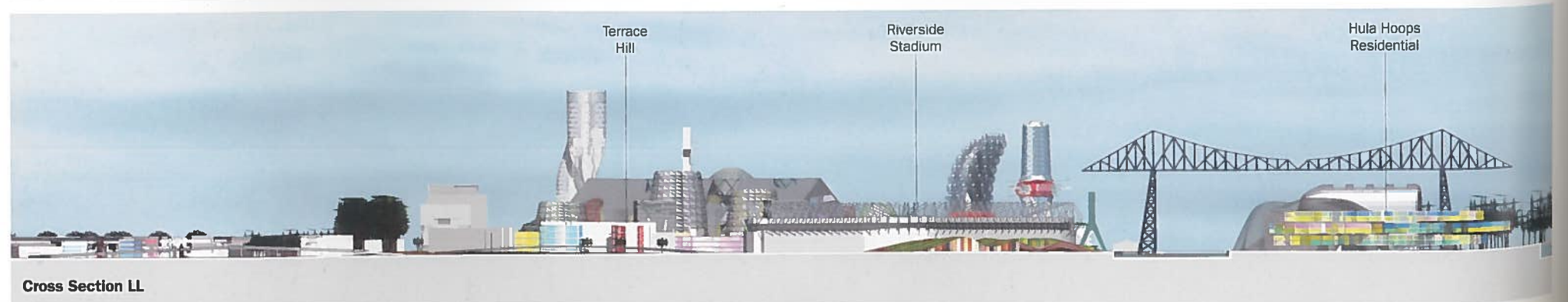
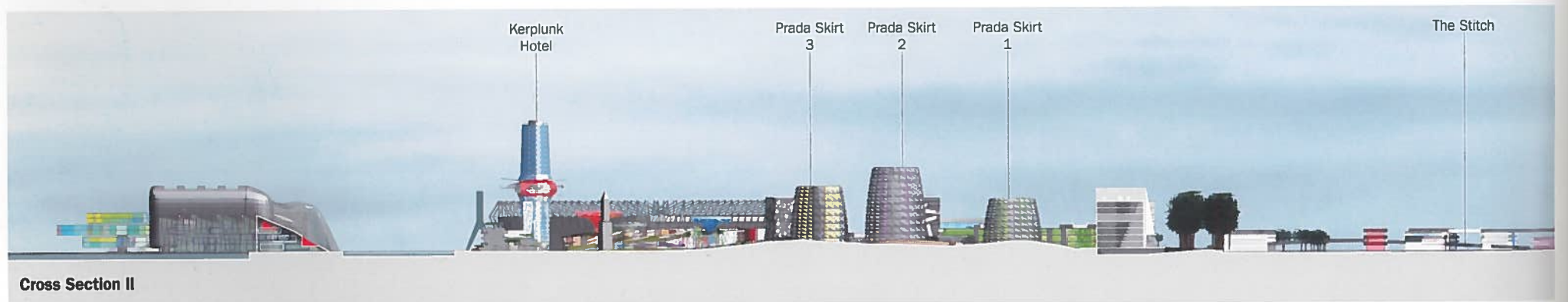
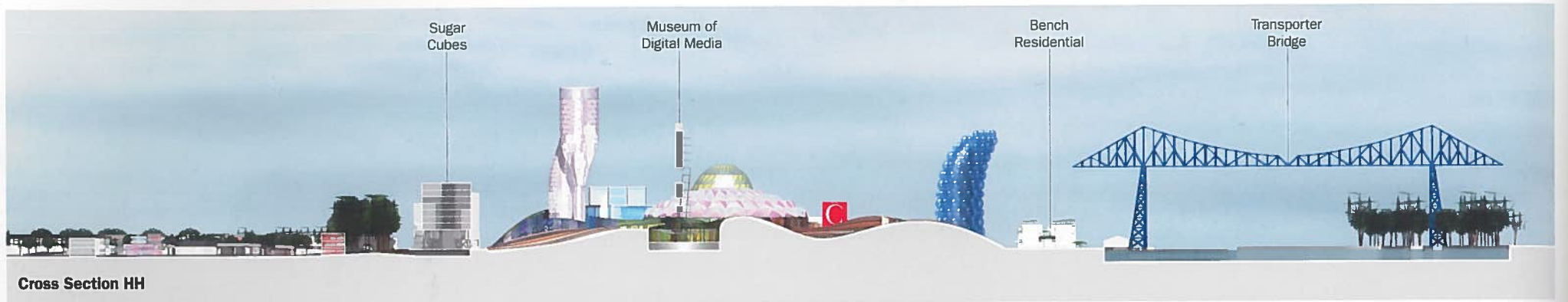
Sugar Cubes

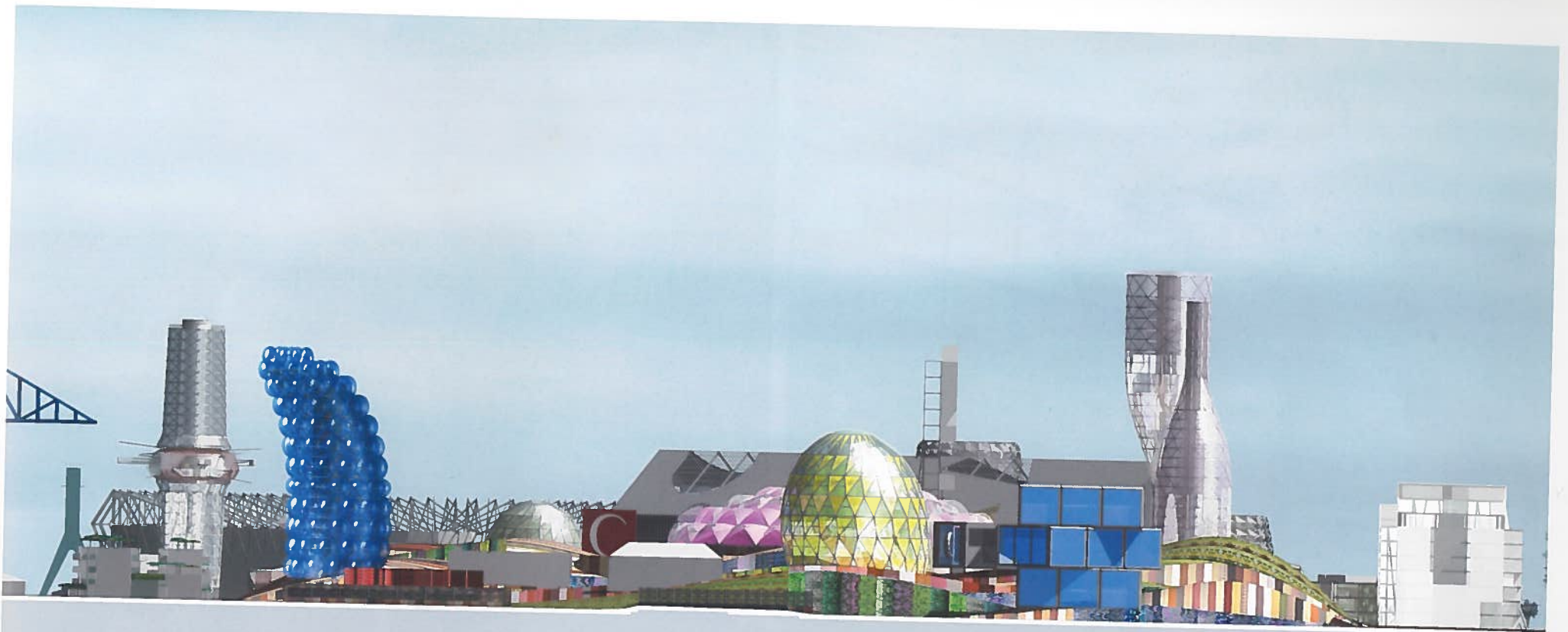
Kerplunk Hotel

Toaster Theatre

Riverside Stadium



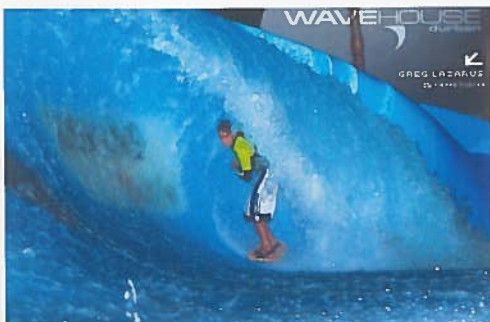
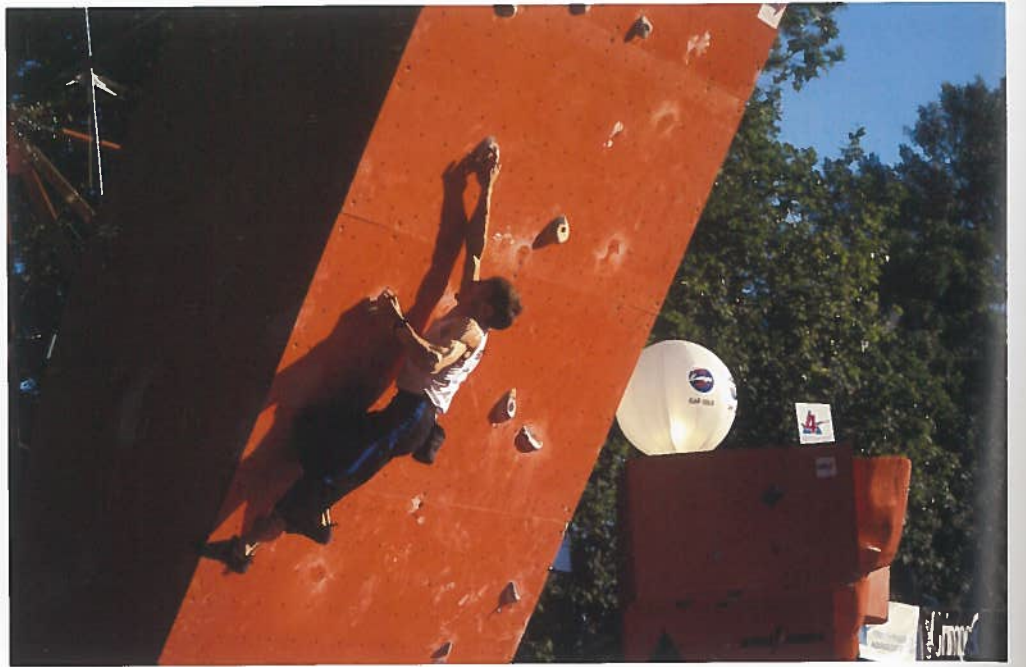
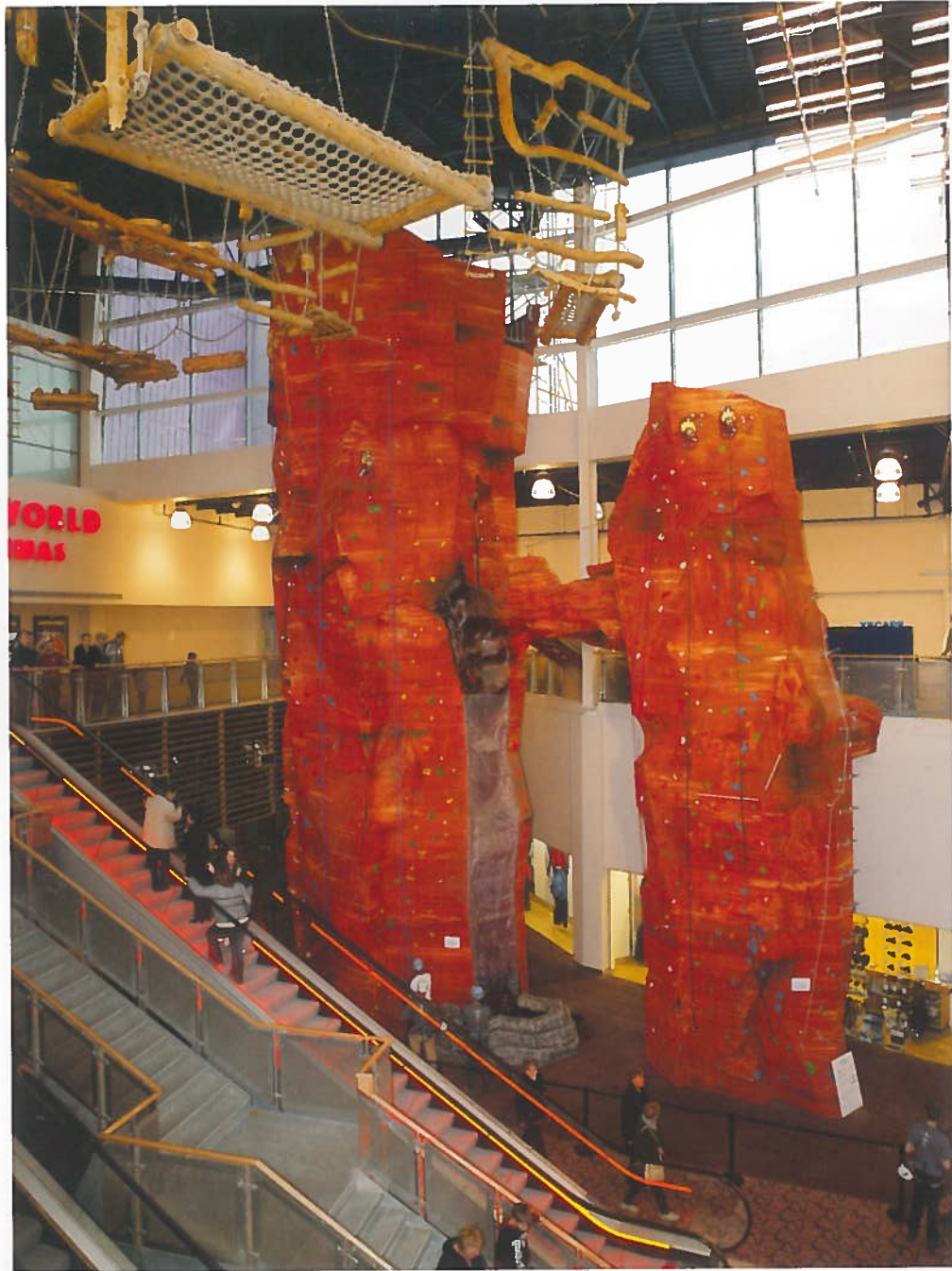




Cross Section FF



Cross Section KK



6.0 The Framework Plan

The Designer Playground will host Middle-X; an exciting, inclusive and active venue of national stature, and local/regional pride.

6.3 Activating the Landscape

One of our fundamental propositions is to create a landscape that can grow over time. We see the whole site as a resource for Middlesbrough rather than a plot of land to fill with ambivalent development.

We propose an active landscape which would motivate Middlesbrough's citizens and the wider Tees Valley to adopt Middlehaven as their playground.

To this end Tees Valley Regeneration appointed Adventure Concepts Ltd to:

- Look at integrating the heritage of the area into the concept for the landscape – specifically the 'digital animation' history.
- 'Activate' the natural landscape and specifically the inner dock, outer dock and central landscape.
- Create something that has potentially iconic national status and pull.
- Recommend temporary uses for the site to establish involvement/connection during the development of the project, and to allow vibrancy from an early stage.

The Financial and Social Benefits of Adventure Sports

The leaning of adventure sports towards an active environment rather than a passive spectator-based experience has the advantage of creating a footfall to the site that is not reliant on a sporadic events programme.

Large adventure sports anchors drive, sustain and enhance footfall from the high-spending youth market, thereby producing robust sustainable income from committed core adventure sports populations. This group is not generally affected by the weather, and will travel great distances to key facilities. Pure skate or snow parks on the other hand offer too narrow an opportunity and are exposed to the vagaries of youth culture and fashion. Adventure Concepts are advocating an exciting combination of activities not seen before in the UK – with Wakeboarding and a Standing Wave Surf attraction; the more standard staples such as skate, BMX, climbing and mountain biking; and integration with team sports and the Museum of Digital Media – Middle-X will be a sustainable, long-term attraction.

With team sports less fashionable to a new generation, individual/adventure leisure has a much higher statistically proven take-up and longevity in contributing to longer, healthier lifestyles. Involvement in these active leisure sports also has a much higher statistical success in social inclusion, having a very positive effect on youth which is specifically at risk.

Active sports also has a large and growing following of secondary, less committed but interested participants who tend to like the lifestyle associations and the 'scene' but are less likely to focus on one individual sport or activity. This more passive group tend to come in bigger and bigger numbers once a new site has become established and recognised. They have the critical mass to deliver and sustain high secondary-spend opportunities. Following on from the secondary active leisure consumer, is the mass of semi-voyeuristic, inquisitive spectators. This 'wannabe' crowd would be the primary target for the classes, courses and schools which would be on offer in Greater Middlehaven.

The Adventure Concepts proposal is for 'active leisure' rather than 'extreme leisure'. This means that the ideas tilt more at 'active leisure pursuits' than the commonly accepted perception of 'extreme sports'. Essentially, the activities outlined will create a destination that provides safe, professionally managed and flexible 'active leisure sports' activity and tuition. As a natural outcome of these activities, the proposals aspire to create:

- **A unique hub in the UK**, bringing significant footfall to Greater Middlehaven to watch and participate in a modern urban active leisure sport scene.
- **A place which earns a proud place** in the hearts of the local and regional community as a valuable asset for health, excellence and engagement.
- **A vibrant, year round venue**, where all ages and abilities are able to access exciting activities, which they will wish to return to time after time.
- **A multi-faceted platform** for events and concert programmes, capable of attracting regional, national and international competitions supported by Extreme Channel, Nike ACG, Coca-Cola and others.
- **A dramatic new leisure destination**, fusing a new blend of wave, mountain, and street sports attractions.
- **A strong community asset** of enduring quality to the Tees Valley community.
- **An environment that has much longer operational hours** as required by mixed use active leisure. This requirement brings with it the potential to create a site which can support many more business opportunities.

Middle-X

Adventure Concepts have suggested using a sub-brand for the 'active leisure' facilities and associated retail and community facilities that are being proposed, which will help give the development a national profile. This is Middle-X.

Within this there are the following sub-divisions:

- **Middle-X WaterPark.** Using the inner and outer dock for wakeboarding, kayaking, canoeing and a jetski school and performance centre, complementary to the nearby Barrage.
- **Middle-X WaterFront.** With the dock so well-used, the waterfront will become an A1 and A3 leisure and retail attraction focal point.
- **Middle-X Tech.** For youth and community engagement in sport, music, the arts, multimedia, animation and supporting stages, studios and theatre.
- **Middle-X Bowl.** To house events, soccer powerleague.

Structural Integration of Middle-X

The activities of Middle-X use the topography of the new landscape – creating an active play environment based on the proposed contoured land, and exploiting the fabric of the proposed buildings, thereby perfectly complementing the Alsop delivery plan. A series of 'play spaces' or active locations will be placed just off the main thoroughfares throughout the site, where different sports activities and communities will occur. This essential mixing of the active elements within the static architectural design – utilising the buildings, the water and the created landscape contours – should be designed to extend the active use of the site over the whole delivery plan area, especially Phases 1 and 2.

The site has the scale to be both active and reflective, but at all times a place which is well used and is of recurring interest and value.

Project Summary

Pride: Middle-X will be an exciting, inclusive, active and exciting venue of national stature, local/regional pride, and value through the excitement and scale of the facilities, and the creation of events and festivals.

Health: Middle-X will be a facility that encourages healthy, safe, active and progressive personal lifestyles with a range of facilities and the infrastructure to introduce and develop life-long healthy existences for all ages and backgrounds in the Tees Valley.

Economic Value: Middle-X will enhance the economic value of the Middlehaven development through use, associated rental values, job creation, and tourism.

Community: Middle-X will be a multi-use facility designed and promoted as an inclusive resource for the entire Middlesbrough and Tees Valley community.

Education: Middle-X will integrate its facilities to provide a valuable resource for the Tees Valley community through active sport and multimedia courses, development, and facilities.

Leisure: Middle-X will provide a valuable extra leisure component to the town and the region.

A comprehensive document, to support the concepts presented here, has been prepared by Adventure Concepts. Where possible this is qualified with outline footfall and capital/fit cost recommendations.

Opposite page: the exciting leisure activities proposed for Middle-X will create a destination that provides safe, professionally managed and flexible 'active leisure sports' activity and tuition. Images provided by Adventure Concepts Ltd. (Site Design Inc, Pantaral).



6.0 The Framework Plan

The structure of the landscape will be achieved by using the resources of local quarries to build up the undulations of the new topography.

6.4 Construction of the Landscape: Materials and associated Engineering.

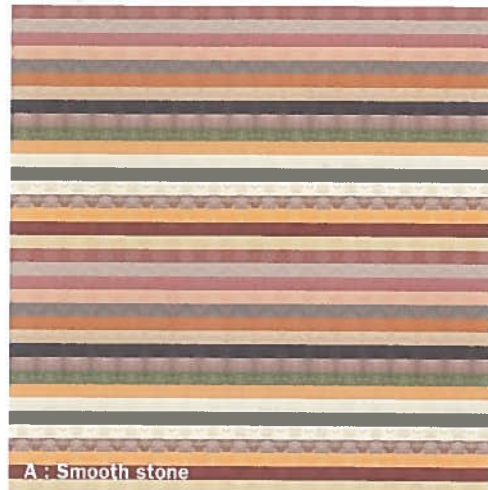
Wetlands/Bird Sanctuary

In Phase 2 this area will form a water-based separation for the special residential development on the river's edge. In conjunction with the river it effectively forms an island although the two waterways are not directly connected. The Wetlands consists of a relatively shallow waterway formed using either proprietary lining membranes or a puddle clay base. The area is planted with reeds and grasses which are robust and quite vigorous in their growth and spread. The rushes and reeds provide a wildlife haven. It also provides a recreational and educational resource. Surface water drainage from the surrounding buildings and hard standing areas will be discharged into the wetland. Excess flows will pass via an overflow weir into the River Tees. This type of wetland environment is easy and economical to construct, and provides an impressive environment within a short timescale.

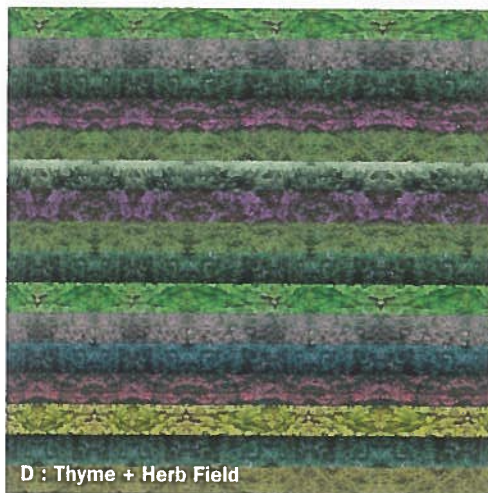
The Construction of the Landscape

This will be achieved by using the resources of the local quarries: small scale rubble will be used as hardcore to build up the required undulations of the topography, whilst the surface of the landscape would be made up from larger scale material which is still too small for traditional paving and stonework. The landscape of Middlehaven is therefore composed of material that would otherwise go to waste but is here being transformed into an affordable and beautiful resource. Its irregular shapes provide a wonderful grain to the public realm which is both consistent and varied, ie the parts of the landscape that are hard will not be paved with rectangular paving slabs, but with a variety of shapes. This does not mean that the park will be hard to traverse in any way. It is worth noting that Prague is paved with small (70mm) irregular cubes of stone. The appearance of some areas of the site would be similar but with less formal patterning. In Glasgow a traditional finish called 'horon' is used. This is small strips of natural stone of irregular size, laid in rows - particularly good on hills for providing grip.

We envisage that in order that each developer is able to undertake the landscape at the periphery of his building, they would be given a very detailed design brief [An example of this is Ancoats in Manchester where there is a very clear Public Realm strategy which is being delivered in this way]. Most developers find it acceptable to have a clear and unambiguous brief for their piece of the public realm. Many lanes, routes and paths will criss-cross the site,



A : Smooth stone



D : Thyme + Herb Field

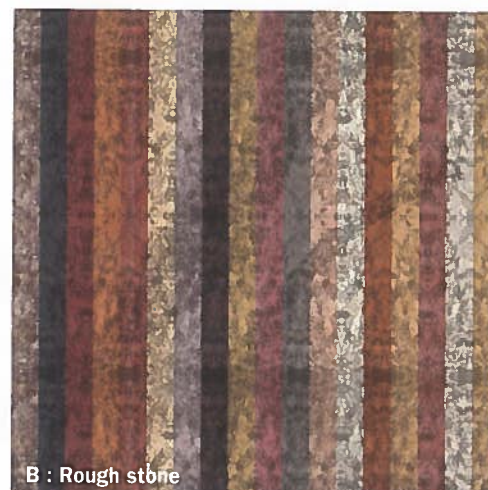
sometimes through planted areas of thyme and lavender, sometimes through more specifically cultivated flower gardens.

Rainfall

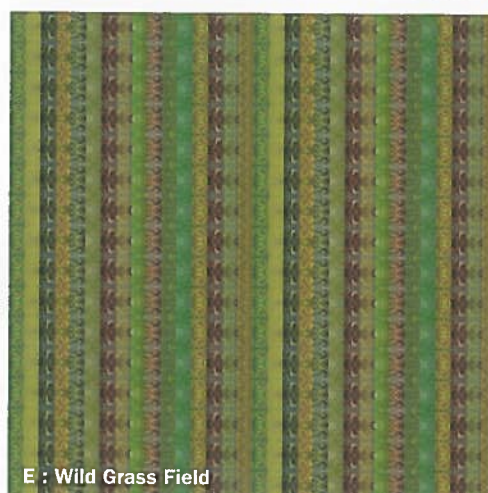
The stone surface of the landscape would be very permeable, allowing light to normal levels of rainfall to percolate through it and back into the natural ground water system (we are therefore not collecting clean rainwater and wasting precious resources having it treated). The undulations in the landscape would be arranged to ensure that very heavy rainfall can quickly run-off to the river.

The Grid System: the Landscaped 'Carpet'

The undulation of the stone surface is overlaid with a formal grid. Each square of the grid is 80m x 80m and there is a variety of finish to each. By this we mean that we envisage approximately 35% smooth rock (this is sawn rock, smooth on one side only, generally discarded), 45% hardy topsoil with planting such as thyme, rosemary, alpine and lavender and 20% topgrade topsoil and associated



B : Rough stone



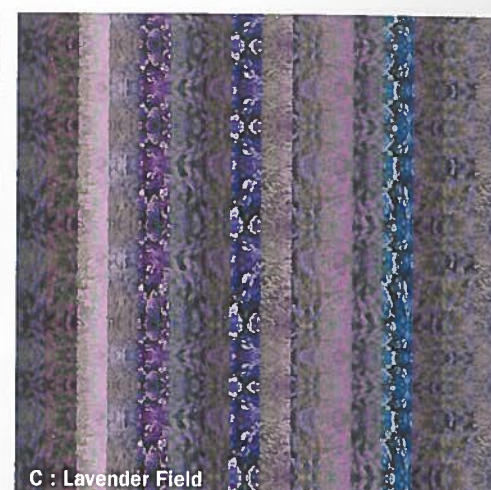
E : Wild Grass Field

planting. In terms of the grid this would give 18 squares of smooth rock, 24 squares of hardy topsoil and 10 squares of topsoil.

Other possible planting systems would include such things as Buddleia (otherwise known as the Butterfly Bush) and Marigold (effective in keeping slug infestation down), forming the basis for experimental or 'radical' farming units which would research sustainable and non-chemical based food production methods and planting that nurtures the balance of flora and fauna in the environment.

The Forest Strip

Delineating the permeable soft interface between Middlesbrough town centre and Middlehaven, the Forest Strip signals a transition between established and new order. Importantly it acts as an acoustic and visual buffer to the A66 and provides an area for cars to park informally underneath a green canopy therefore eschewing the feel of a conventional surface car park. It should be intersected with many routes and paths into Middlehaven.



C : Lavender Field



F : Soft Grass Field

The Boardwalks

The northern Boardwalk (below the Bench residential development) sits at existing ground level. The southern Boardwalk (below the sugar cubes) sits at the new ground level, allowing the positioning of the car parking facilities that service them. These are formed from adapted railway sleepers with their surface treated to give adequate slip resistance, providing an even but forgiving ground finish. The texture of the finished surface softens the sense of space, providing a pleasant surface for walking, running and cycling.

Detailing the Landscape

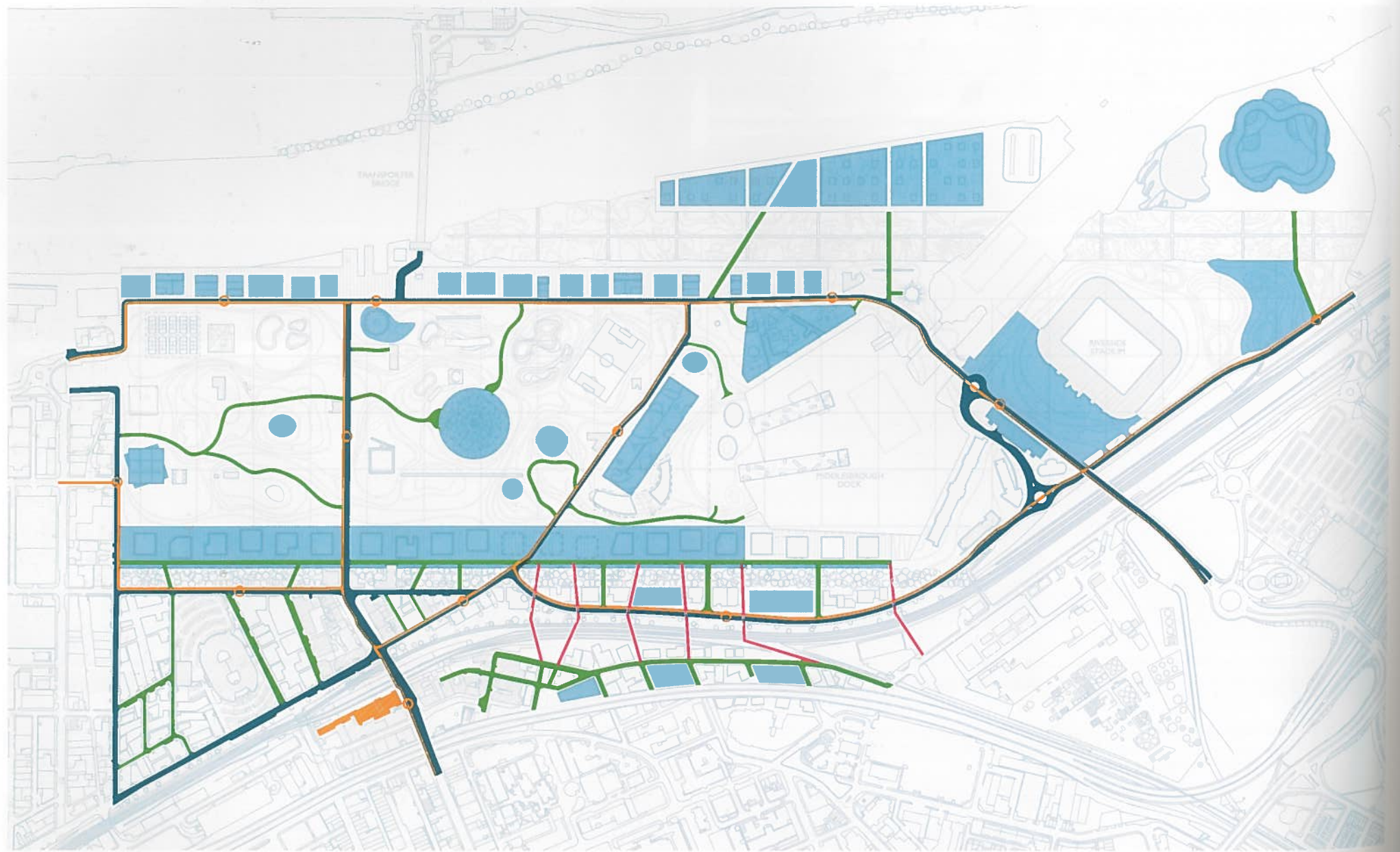
Following on from the framework plan, detailed public realm design will be commissioned to articulate the key principles of the landscape.

The Maintenance of the Landscape

There is a need for a high quality future maintenance and management strategy in order that the quality is maintained throughout the life of the development.

6.0 The Framework Plan

The movement plan



6.0 The Framework Plan

People will be able to move freely across every part of the designer landscape.

6.5 Access and Circulation

Main Traffic Circulation

The main traffic circulation will be carried around the periphery of the designer playground, using existing roads as well as new traffic engineered roads running adjacent to both boardwalks, with the site itself being crossed at three points.

These peripheral routes are akin to routes around the edge of a parkland. They are physically connected to the main road network and facilitate uncomplicated movement around the whole of the Middlehaven site.

The approach envisaged for both the peripheral routes and the three main cross routes is to provide for slow movement (less than 20 mph) with priority given to those most vulnerable, ie those on foot and bicycle. Vehicles will be required to give way at all junctions where there is no priority. The emphasis is on providing an environment which is self-regulating rather than regulations being imposed by a third party.

Secondary Traffic Circulation (Within the Landscape)

Although traffic will not be prohibited from crossing the park, we envisage only light use. For instance, emergency vehicles, deliveries etc. The majority of car drivers will have been able to access their car parks directly from the main peripheral roads but the routes across the landscape will ensure that all developments are accessible by road. It is envisaged that these much smaller scale roads will be more in the nature of lanes and cycle paths and will not take the form of traffic engineered roads, although where existing roads exist their sub-bases, drainage etc. will be incorporated if possible.

All routes within the landscape will operate on a shared space basis where a single surface is available to all users (as opposed to separating out footpaths, cycle lanes, carriageways etc). Where routes are particularly narrow vehicles will give way to each other at passing points and at all times give way to people on foot and on bicycles.

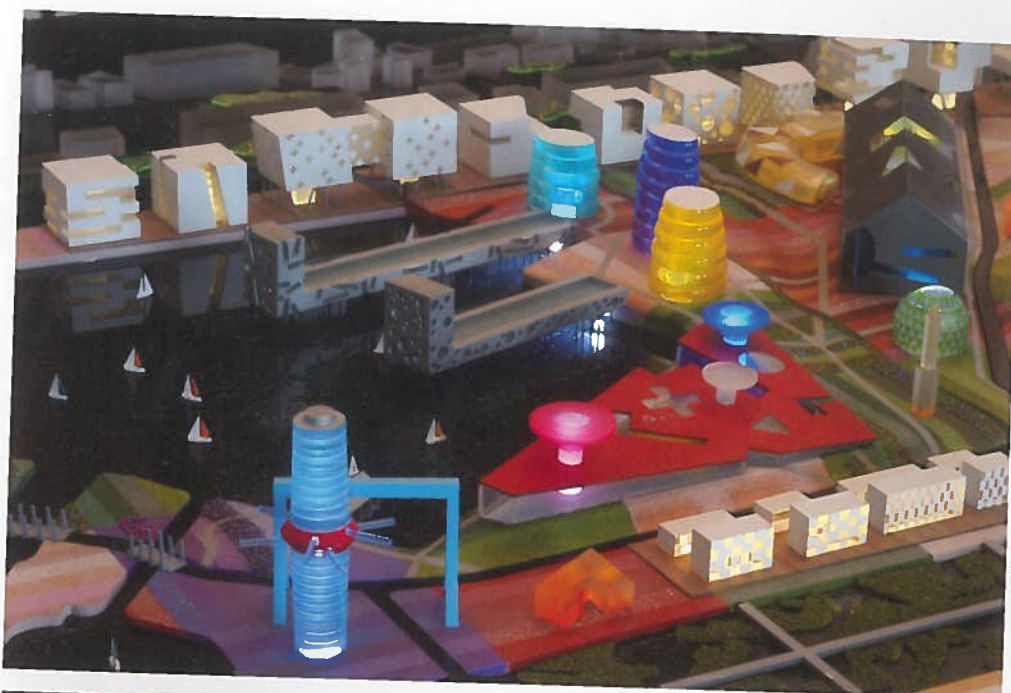
Pedestrian Movement

People will be able to move freely across every part of the site. The landscape will be criss-crossed by paths and routes so that even densely planted areas are traversable. The Wetlands can also be experienced at close quarters and crossed by means of a grid of wooden walkways or 'duckboards'.

Public Transport

The site is in close proximity to Middlesbrough Railway Station. It will be accessible by a full range of current public transport modes, which would travel round the main peripheral road system.

This will create a simple and effective loop that can be phased/expanded over time to provide a dedicated bus route. The layout is flexible enough to be upgraded over time to respond to improvements in public transport modes.



Right: physical model of The Plan illustrating the scale of development envisaged.

6.0 The Framework Plan

The construction of the landscape will have the effect of raising the perceived 'ground level' so that car parks can be constructed within.

6.6 Car Parking

Car Parking on Middlehaven will fall into four categories:

Located Within the Landscape Underneath the Main Developments

The construction of the Landscape will have the effect of raising the perceived 'ground level' so that car parks can be constructed within its depth without the need for the expensive excavation that underground car parks would normally require.

Located Under Each of the Sugar Cubes

The construction of the Boardwalk will have the same effect of raising the perceived 'ground level'. Car parks can be built underneath the commercial and residential developments, with the exception of the section of Boardwalk which is located on the southern edge of the dock. Car parks are accessed from the new service road which comes off Windward Way.

Multi-storey Car Parks Within the Stitch

The construction of multi-storey car parks between Windward Way and the Forest Strip will provide strategic car parking for Middlehaven Docks, The Designer Playground and Middlesbrough Town Centre.

On-street Parking

There will be some on-street parking on the peripheral roads, the service road which runs between the Forest Strip and the Forest Pavilions, Windward Way and throughout the Stitch development.

Normal residential provision for car parking in city centre projects is currently 1:1 or 0.7:1. In the interests of sustainability the long term plan would be to reduce parking levels. This should be possible once the scheme is underway and achieving some success.

Standards Adopted: Residential

For residential there is one space per dwelling/apartment. Additional spaces have also been allowed in The Plan for adequate residential visitor parking either as undercroft spaces or in multi-storey spaces within the Stitch.

Standards Adopted: Office

In respect of office development the ratio adopted is one space per 55m² net lettable as undercroft spaces. This can be easily supplemented as demand increases with the flexibility to incorporate further spaces either in the Forest Strip or additional multi-storey spaces in the Stitch.

Visitor Parking

The majority of leisure accommodation envisaged in The Plan has its own bespoke undercroft car parking. However, additional visitor car parking will also be available within the multi-storey car park in the Stitch. This flexible approach to car parking allows the scheme to evolve over time whilst maintaining the fundamental objective of keeping the landscape clear of surface parking. In addition the mix of uses proposed, their hours of operation and the distribution of spaces across the site allow us to bring forward shared car parking arrangements which relate to the changing nature of visitor demand throughout the day and through the week.

Phase 1 Associated Car Spaces

Residential	980 (undercroft)
Office	192 (undercroft)
200 (additional spaces in forest strip)	
Leisure	424
Multi-storey (visitors)	300 (In The Stitch)
Total Car Spaces	1,896

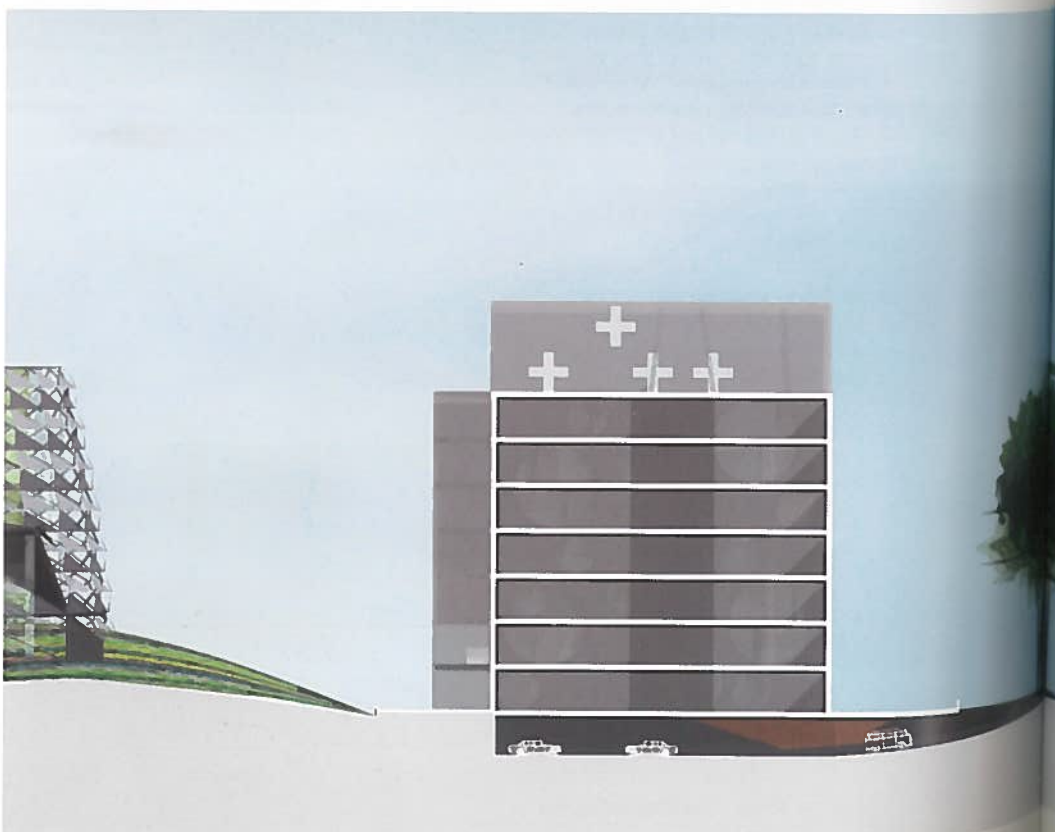
A majority of Phase 1 car parking are undercroft spaces distributed under the relevant buildings. Some restricted surface car parking – approximately 200 additional spaces – is included in the Forest Strip. We have currently included approximately one space per apartment (with 214 additional space for residential visitors) and one space per 55m² (600 sqft) of office accommodation however as demand for parking increases additional multi-storey spaces can be accommodated in the Stitch.

Phase 2 Associated Car Spaces

Residential	1,228 (undercroft)
Office	388 (undercroft)
100 (additional spaces in forest strip)	
Leisure	240 (undercroft)
Multi-storey (visitors)	300 (In The Stitch)
Total Car Spaces	2,156

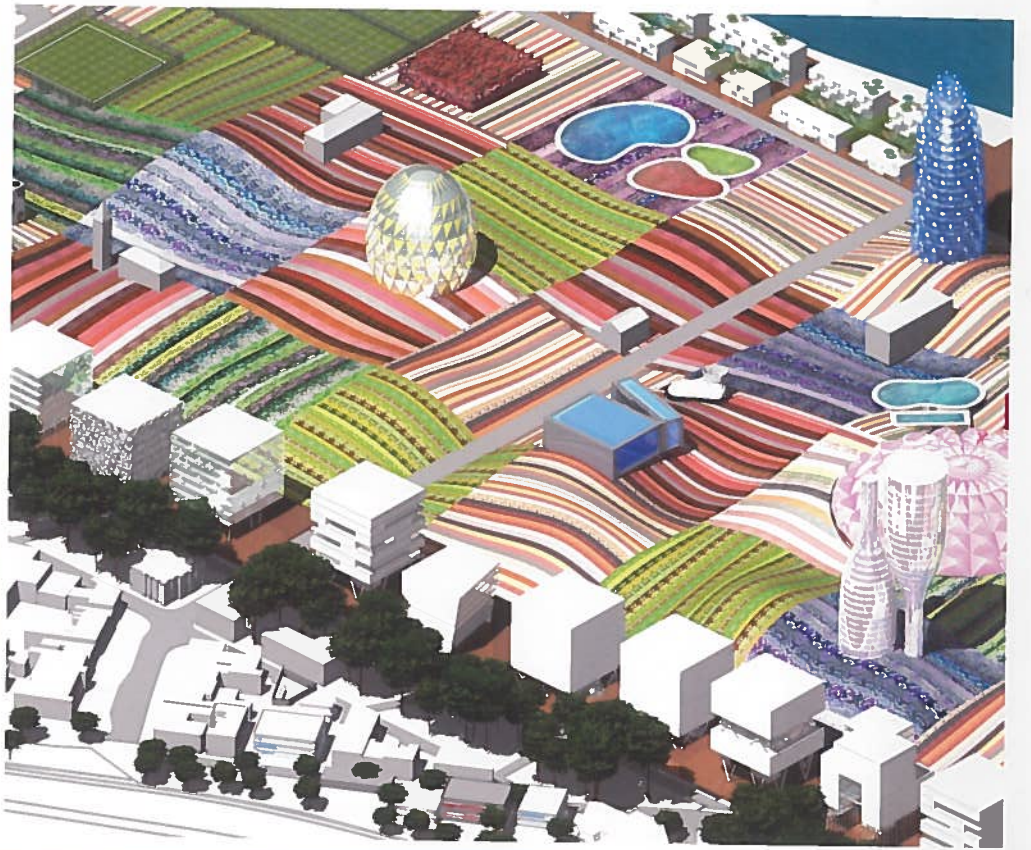
A majority of Phase 2 car parking are undercroft spaces distributed under the relevant buildings. Some restricted surface car parking – approximately 100 additional spaces – is included in the Forest Strip. As demand for parking increases additional multi-storey spaces can be accommodated in the Stitch.

Clockwise from top left: view of Middlehaven as it is now, indicative sections of car parking within new topography, view of the future landscape, and section of the Stitch.



6.0 The Framework Plan

2011



6.0 The Framework Plan

It is crucial that the issue of connectivity is addressed and resolved, so that current perceptions are shown to be erroneous.

6.7 Connectivity

Greater Middlehaven, although within 10 minutes' walk of the centre of Middlesbrough, has suffered as a result of being on the other side of both the railway line and the raised A66. This is further exacerbated by the monumentality of the Marton Road roundabout and sliproads. These factors, together with the run-down character of Middlehaven, has led to its being perceived as an area not worth making the effort to reach.

The Plan envisages Middlehaven becoming a vibrant and exciting place to be: somewhere very much worth travelling to. It is therefore crucial that the issue of connectivity is addressed and resolved, so that current perceptions are shown to be erroneous. To that end four options have been investigated which address the connectivity issues in a variety of ways, which are described below. Option 2 and 4 are both deliverable within an early phase of development. Option 1 will require further analysis and robust political backing. Option 3 is not considered good use of public sector expenditure.

Option 1: Down-grading of Marton Road Interchange (preferred option)

The down-grading of the A66 and the development of the area which is called the Stitch, is described in detail at Section 4, p. 43. It is a radical solution which The Plan will benefit greatly from achieving but which will need strong political backing. It will be subject to further engineering analysis in order to ensure that possible effects on the wider highway network are alleviated. It has the dual benefit of not only improving connectivity to Middlehaven but also immeasurably improving the town centre environment itself.

Over time the sliproads at the Marton Road interchange would be taken away, with people becoming quickly accustomed to entering town at the interchanges to east and west of it. With this barrier removed, a number of small bridges, some capable of carrying vehicles and some pedestrian only, would be built over the railway (see Section 4 for a more detailed description).

The Stitch will take some years to achieve and in the meantime there are a number of interim solutions which will start to break down the historic perceptions of Greater Middlehaven as 'across the border' and to improve connectivity.

Option 2: the Stitch, Phase 1

It is impractical to envisage the down-grading of the Marton Road interchange during Phase 1 (2004-2009). But the issue of connectivity must be addressed within this time-span. One proposal would therefore be to construct:

- Two pedestrian bridges within Phase 1 time-span which are placed equidistantly between Albert Road and the Cargo Fleet pedestrian subway. These would span from the northern side of Windward Way to the area of land between the Marton Road interchange and the railway line.
- That openings are made through the raised A66, allowing pedestrians easy access to and from the pedestrian bridges.

These two interventions would be designed so that they would integrate well within the wider and more ambitious plans to downgrade the Marton Road Interchange.

Option 3: the Iconic and High Profile Solution

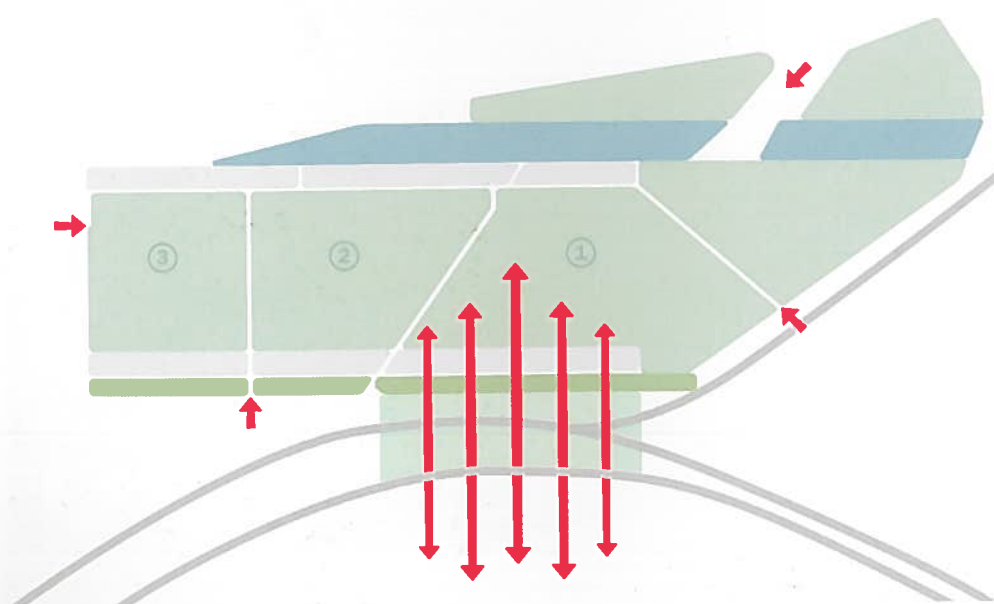
There has long been an idea of designing a footbridge that would run from Gurney House in Middlesbrough town centre, over the A66 and the railway line, landing in Middlehaven. This is possible and could be designed to the highest standards. However, it is our view that the cost of constructing a 250 metre long footbridge would be better spent on developing Options 1 and 2. In addition, a footbridge running at this height and for this length would be an inhospitable environment for the pedestrian.

Option 4: Up-grading of Existing Connections

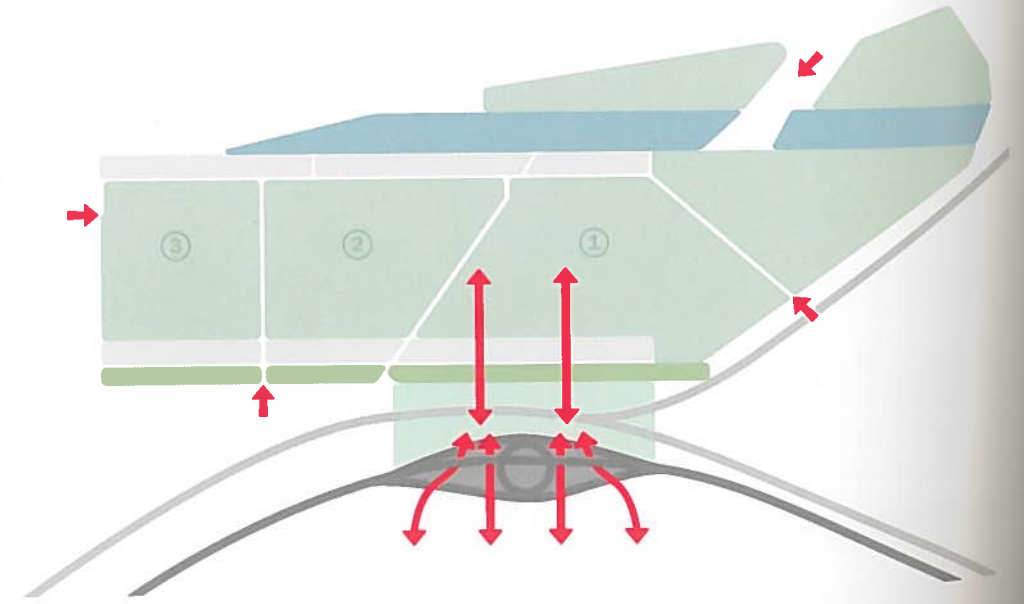
There are three existing and very reasonable connections into Middlehaven:

- One is adjacent to Middlesbrough Railway Station on Albert Road, leading to Queen's Square, at the western end of the site. Turning right into Bridge Street East directly after Albert Bridge is a quick and efficient route to the centre of Middlehaven, both as a pedestrian and a driver. With Queen's Square regenerated as part of Phase 1 improvements this would become a pleasant connection taking visitors through a predominantly traditionally built and refurbished Victorian environment into the new and exciting environment of the proposed Middlehaven.
- The up-graded A66 connection (Cargo Fleet interchange) will provide major access to the eastern end of the site, specifically aimed at vehicles.
- In addition, there are the Cargo Fleet and Sailors Trod pedestrian underpasses beneath the A66 and Middlesbrough-Redcar railway line respectively. With a complete overhaul including good lighting and surveillance, and with Middlehaven becoming a much busier destination, this would be a safe pedestrian alternative.

In relation to this proposal, it is perhaps worth making the point that the connectivity issue is not only about the number of connections, but also about the quality of them and the quality of the area to which they connect.

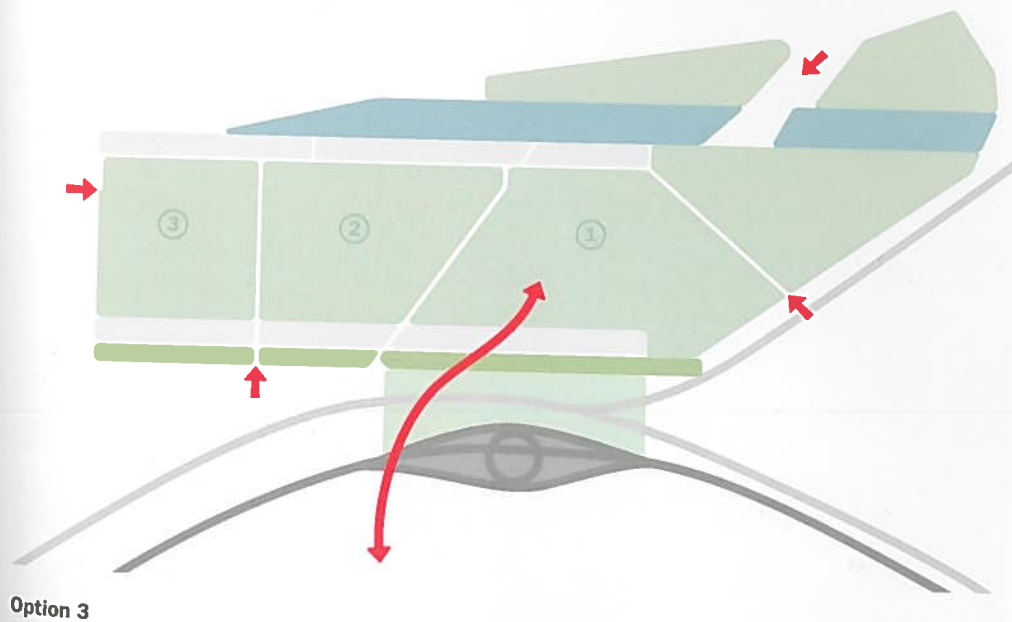


Option 1

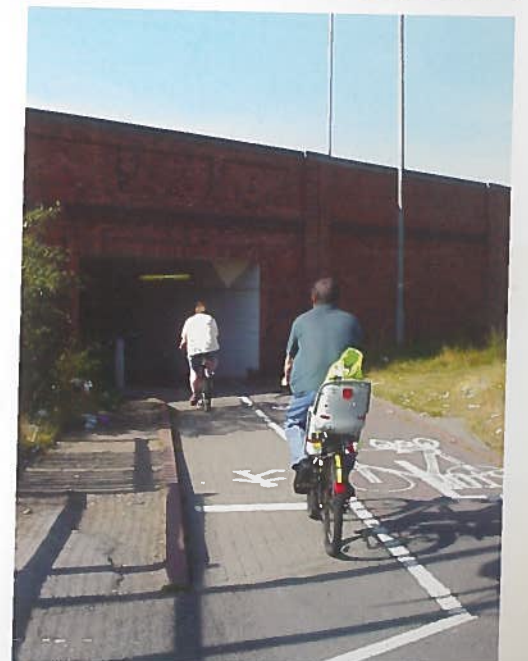


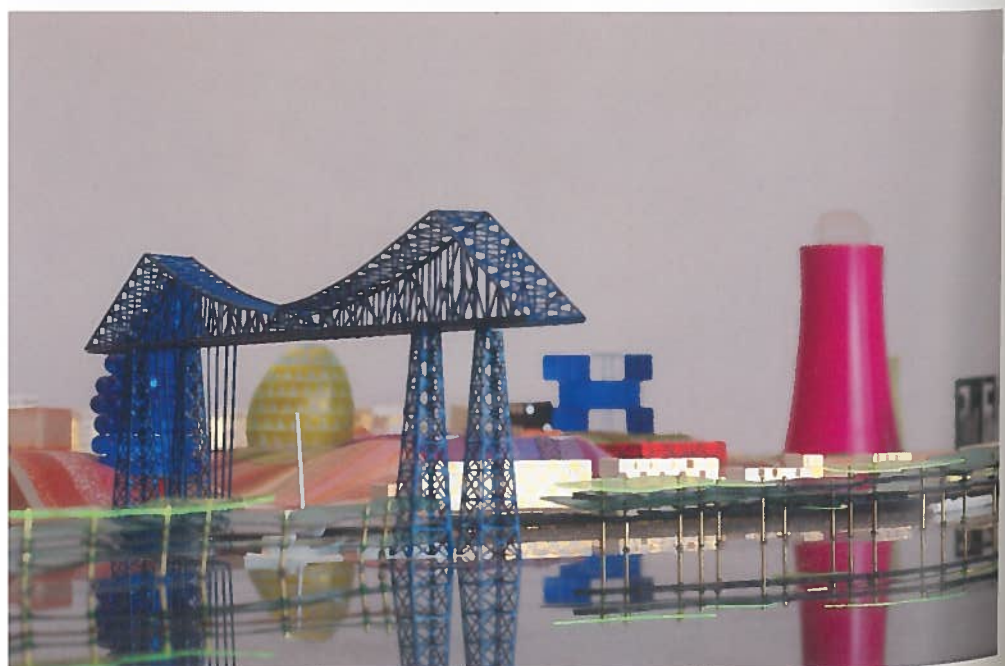
Option 2

6.0 The Framework Plan



Clockwise from top: aerial view of the stich in 2025, an existing pedestrian underpass, and the three different options for connecting Middlehaven to Middlesbrough in the longer term.





6.0 The Framework Plan

The strategic framework plan is designed to create a holistic environment but the concept works equally well at first and second phases.

6.8 Phased Development

The approximately rectangular, flat site covers 250 acres of land running across the northern edge of central Middlesbrough.

Some of this land is available for immediate development, some will be compulsorily purchased over the next two years and some will not be available for ten years.

The design of the Strategic Framework has been developed with the whole project in our mind's eye: jumping forward 20 years in the way that we have described, it would exist in totality – a cohesive and beautiful piece of iconic urban design.

However, whilst conceiving the overall design at its inception, a phased delivery plan is the route which ensures financial viability whilst also dealing with the complexities of land acquisition. Market demand and the need to create market value is thereby taken into account. Private sector funding sources can come forward and funding sources also become available over time from the public purse.

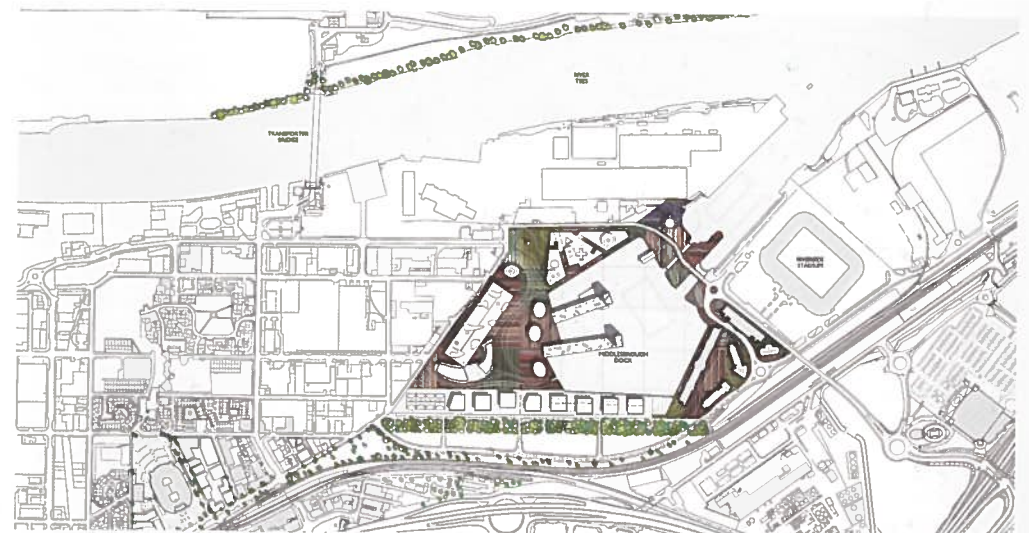
To summarise, the Middlehaven project will be phased to ensure that the proposed Delivery Plan can be delivered in economically viable sections aligned with the market demand. As Middlehaven becomes more established, the demand profile will change and the underlying viability improve.

It is envisaged that the Masterplan will be delivered in three main phases over the coming twenty years:

- Phase 1 is 2005-2009 inclusive
- Phase 2 is 2007-2015 inclusive
- Phase 3 is 2010-2020 and onwards.

The Middlehaven site breaks down into six separate areas, each of which will be developed within one of the Phases, as shown below:

- The English Partnership land which surrounds Middlesbrough Dock: **Phase 1 (2005-2009 inclusive)**
- The Central Industrial Area, between the EP land and St. Hilda's: **Phase 2 (2007-2015 inclusive)**
- The land on the north edge of the site, belonging to Able UK: **Phases 2 (2007-2015 inclusive)**
- The residential area of St. Hilda's, the original 19th Century site of Middlesbrough: **Phase 3 (2010-2020 and onwards)**
- The Riverside Stadium and land to the east of it: **Phase 3 (2010-2020 and onwards)**.
- The Asda land: A significant parcel of land is currently owned by Asda and they are currently looking at a range of development opportunities on the site.



Phase 1



Phase 2



Phase 3

Right: the three different phases.

Opposite page: these low level views of the model represent the different components creating a new horizon for Middlehaven.



Phase 1

2005 - 2009

Components

01. **Forest Strip**
16,000 m²
02. **Sugar Cubes**
Residential/mixed use:
40,200 m² (485 units)
1,800 m² retail/leisure
Commercial/mixed use:
11,200 m² offices
800 m² retail/leisure
03. **Sugar Cubes Boardwalk**
04. **The Landscape**
52,000 m²
08. **The Stitch**
10.9 Hectares including railway line
3.2 Hectares on Middlehaven site
09. **Middlesbrough College Construction Block: fish**
5,000 m²
10. **Middlesbrough College Main Campus Building: big house**
25,000 m²
11. **Middlesbrough College Halls of Residence: egg**
3,250 m² (39 units)
12. **Clocktower**
Existing icon
13. **Prada Skirt Residential Apartments 1**
3,350 m² (40 units)
Bar/restaurant: 150 m²
14. **Prada Skirt Residential Apartments 2**
4,500 m² (54 units)
15. **Prada Skirt Residential Apartments 3**
3,350 m² (40 units)
Bar/restaurant: 150 m²
16. **Living Pier 1**
Residential Apartments: 5,400 m² (65 units)
Destination Retail: 850 m²
Bar/Restaurant: 150 m²
17. **Living Pier 2**
Residential apartments: 3,600 m² (43 units)
Destination Retail: 850 m²
Bar/Restaurant: 150 m²
18. **Floating Stage**
Middle-X
19. **Casino**
10,000 m²
Bars/Restaurants: 300 m²
20. **Wakeboard Zone**
Middle-X
21. **Dinghy Club**
Traditional boatshed
22. **Kerplunk Hotel**
14,000 m² (125 rooms)
Kerplunk or other

23. **Bascule Bridge 1**
Wide Dock entrance
525 m²
24. **Bascule Bridge 2**
Narrow Dock entrance
325 m²
25. **Terrace Hill**
16,000 m² (construction underway)
26. **Standing Wave Zone**
Middle-X
27. **Waterski Zone**
Middle-X
28. **Tall Ships moorings**
Moorings adjacent to Riverside Stadium
29. **Boho Commercial**
2 x 5,000 m²
30. **Cleveland Police HQ**
2 design proposals, 1 shown on plan
31. **Asda**
18,000 m²
61. **Northbank Landscaping**
62. **Temporary 5-a-side pitches**

Carparking

- Hidden under the Landscape at existing ground level and attached to individual developments.
- Located under each Sugar Cube.
- Located as multi-storey carparks in the Stitch.
- Located on Service Road running behind Sugar Cubes.
Some temporary car parking will be appropriate at this stage within the stitch and then multi-storey car parks will come forward as demand dictates.

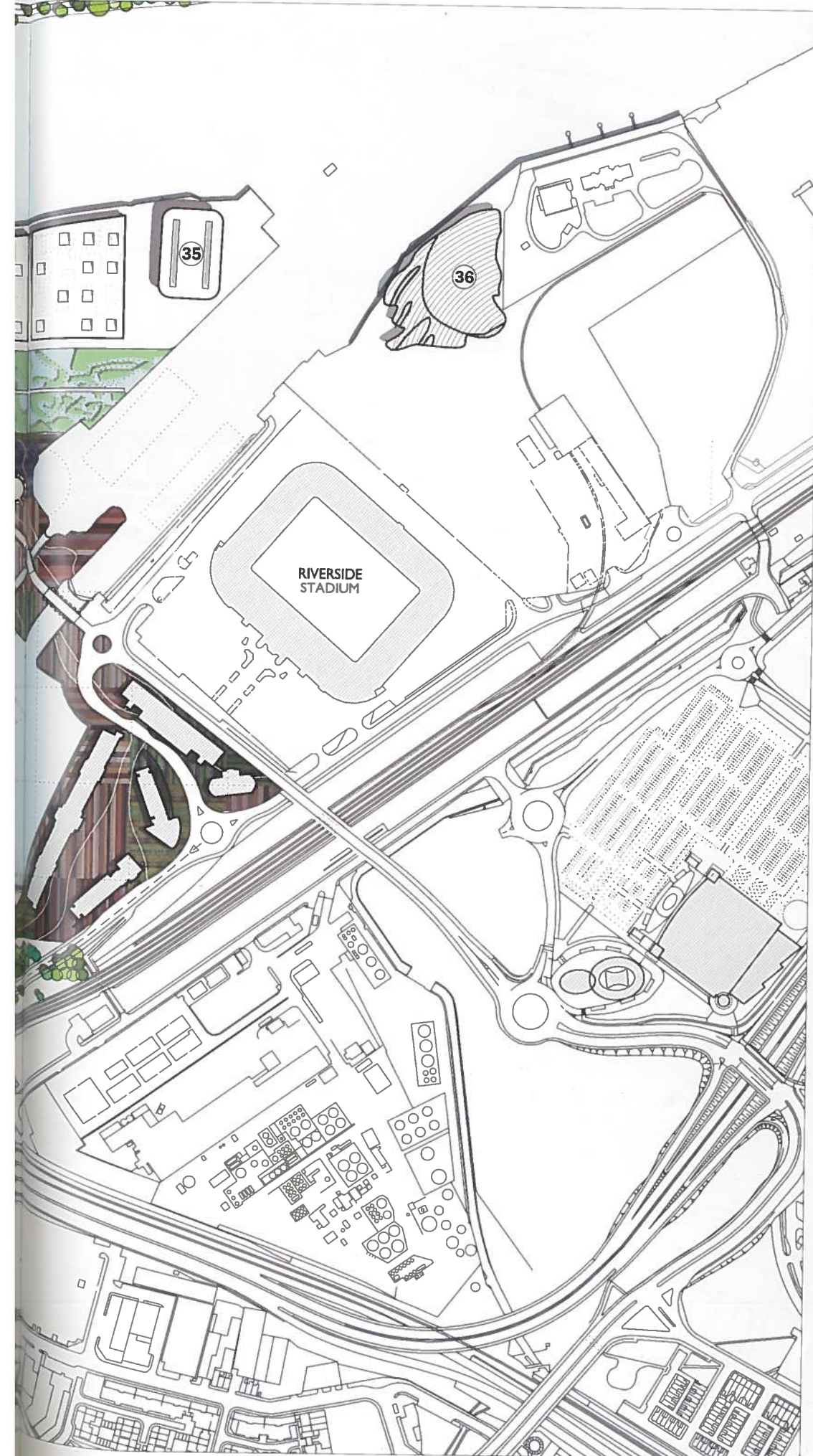
Total

Residential:
63,650 m² (766 units)
Offices:
37,200 m² (including Terrace Hill)
Destination Retail: 2,000 m²
Leisure (including casino): 13,400 m²
Hotel: 14,000 m² (125 rooms)
Education: 30,000 m²



6.0 The Framework Plan

Phase 2 2007 - 2015



Components

01. **Forest Strip**
5,250 m²
02. **Sugar Cubes**
Residential/mixed use:
22,400 m² (270 units)
1,600 m² retail/leisure
Commercial/mixed use:
16,850 m² offices
1,200 m² retail/leisure
03. **Sugar Cubes Boardwalk**
04. **The Landscape**
100,000 m²
05. **The Bench**
Residential: 35,000 m² (388 units)
Retail: 2,000 m²
06. **The Bench Boardwalk**
07. **Wetlands/Bird Sanctuary**
56,000 m²
08. **The Stitch**
10.9 Hectares including railway line
3.2 Hectares on Middlehaven site
32. **Commercial**
Existing Able UK Offices
1,000 m²
33. **Travelling Crane**
Existing icon
34. **The Cliff Residential**
45,000 m² (542 units)
35. **Arena**
6,000 seats
36. **Theatre**
2,500 seats
37. **Primary School**
2,000 m²
38. **Offices: Marge Simpson**
8,000 m²
39. **Tees Valley Nautical Studies**
40. **Pool Zone**
Middle-X
41. **Snow + Climb Zone**
Middle-X
42. **Middle-X Arena**
Leisure Centre
8,500 m²
43. **Champagne Flute Hotel**
7,000 m² (75 rooms)
44. **Digital City Museum Space Invader**
20,000 m²
45. **Skate + Bike Zone**
Middle-X
46. **Brasserie + Wine Bar**
Existing building
300 m²
47. **Middle-X Bowl**
Middle-X
48. **Bars + Club House**
Existing building
49. **Captain Cook Pub**
Existing building in St. Hilda's
500 m²

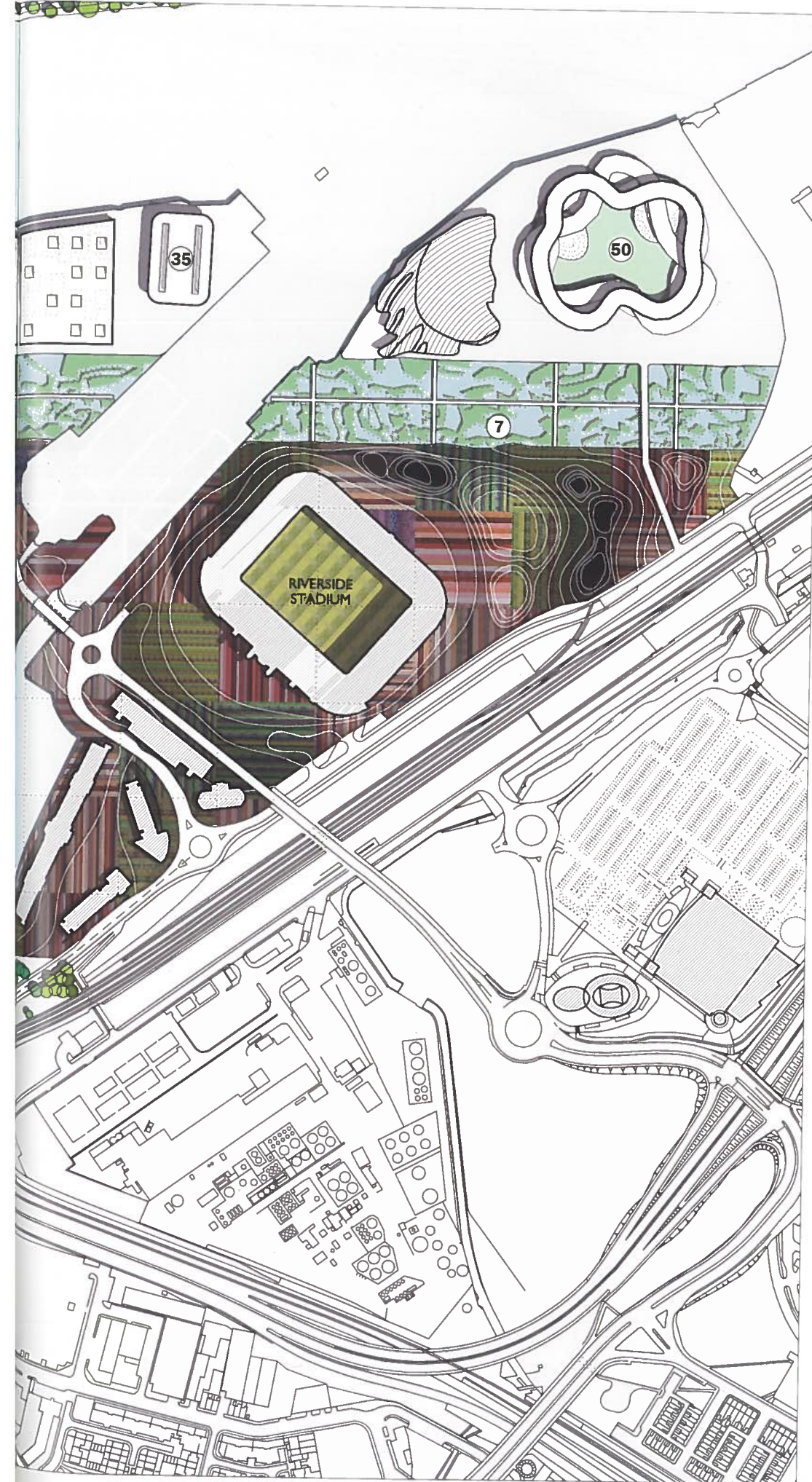
Total

Residential:
Apartments/Family Housing
102,400 m² (1,200 units)
Offices: 25,800 m²
Destination Retail: 3,600 m²
Leisure: 10,500 m²
Hotel: 7,000 m² (75 rooms)
Education: 2,000 m²
Digital City Museum Space Invader: 20,000 m²



Phase 3

2010 - 2020 onwards

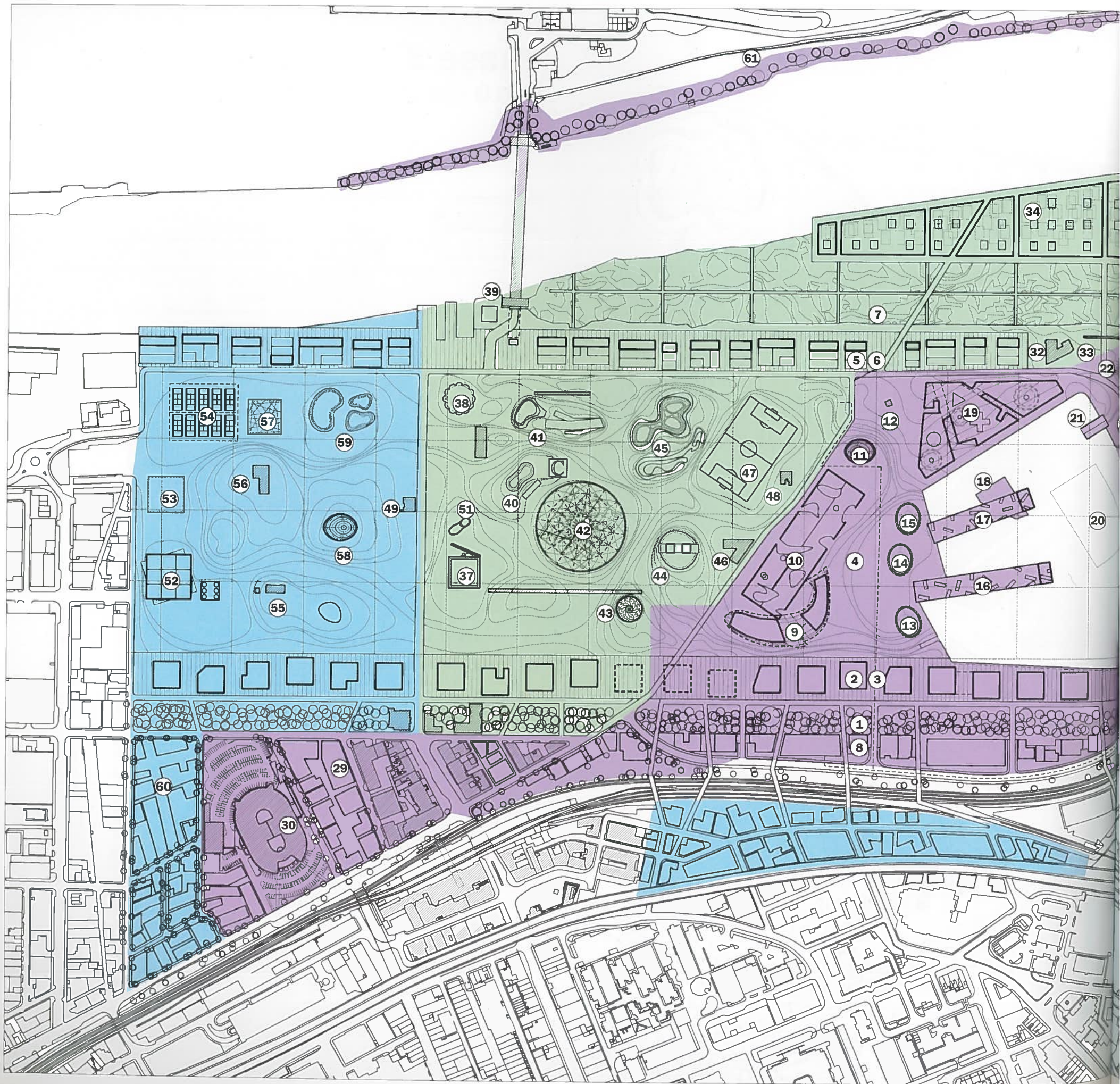


Components

01. **Forest Strip**
9,500 m²
02. **Sugar Cubes**
Residential: 32,000 m² (385 units)
Offices: 27,100 m²
Retail: 400 m²
03. **Sugar Cubes Boardwalk**
04. **The Landscape**
86,000 m²
05. **The Bench**
Residential (Family Housing):
18,000 m² (200 units)
Offices: 2,000 m²
Retail: 400 m²
06. **The Bench Boardwalk**
07. **Wetlands/Bird Sanctuary**
28,500 m²
08. **The Stitch Phase 3**
Downgrading of the Marton Rd Interchange
10.9 Hectares including railway line
3.2 Hectares on Middlehaven site
50. **Hula Hoops Residential**
36,000 m² (400 units)
51. **Nursery School**
1,000 m²
52. **Rubik's Cube Cinema**
2,000 m²
53. **Bowls**
54. **Tennis Courts**
55. **Town Hall Tower**
Existing building in St. Hilda's
56. **Commercial: Customs House**
Existing building in St. Hilda's
1,500 m²
57. **Health Centre**
1,000 m²
58. **Egg Hotel**
7,000 m² (75 rooms)
59. **Thermal Pools**
60. **Leafy Victorian Suburb**
Residential: 12,500 m² (100 units)

Total

Residential:
Apartments/Family Housing
62,500 m² (685 units)
+ Hula Hoops Residential Apartments
36,000 m² (400 units)
Offices: 30,600 m²
Destination Retail: 800 m²
Leisure: 3,000 m²
Hotel: 7,000 m² (75 rooms)
Education: 1,000 m²



6.0 The Framework Plan

Total Scheme Components: 2005 - 2020 onwards

Total Scheme Components

Residential:

Phase 1: 63,650 m² (766 units)

Phase 2: 102,400 m² (1,200 units)

Phase 3: 98,500 m² (1,085 units)

Total: 264,550 m² (3,051 units)

Offices: 93,600 m²

Destination Retail: 6,400 m²



Leisure (including casino): 26,900 m²

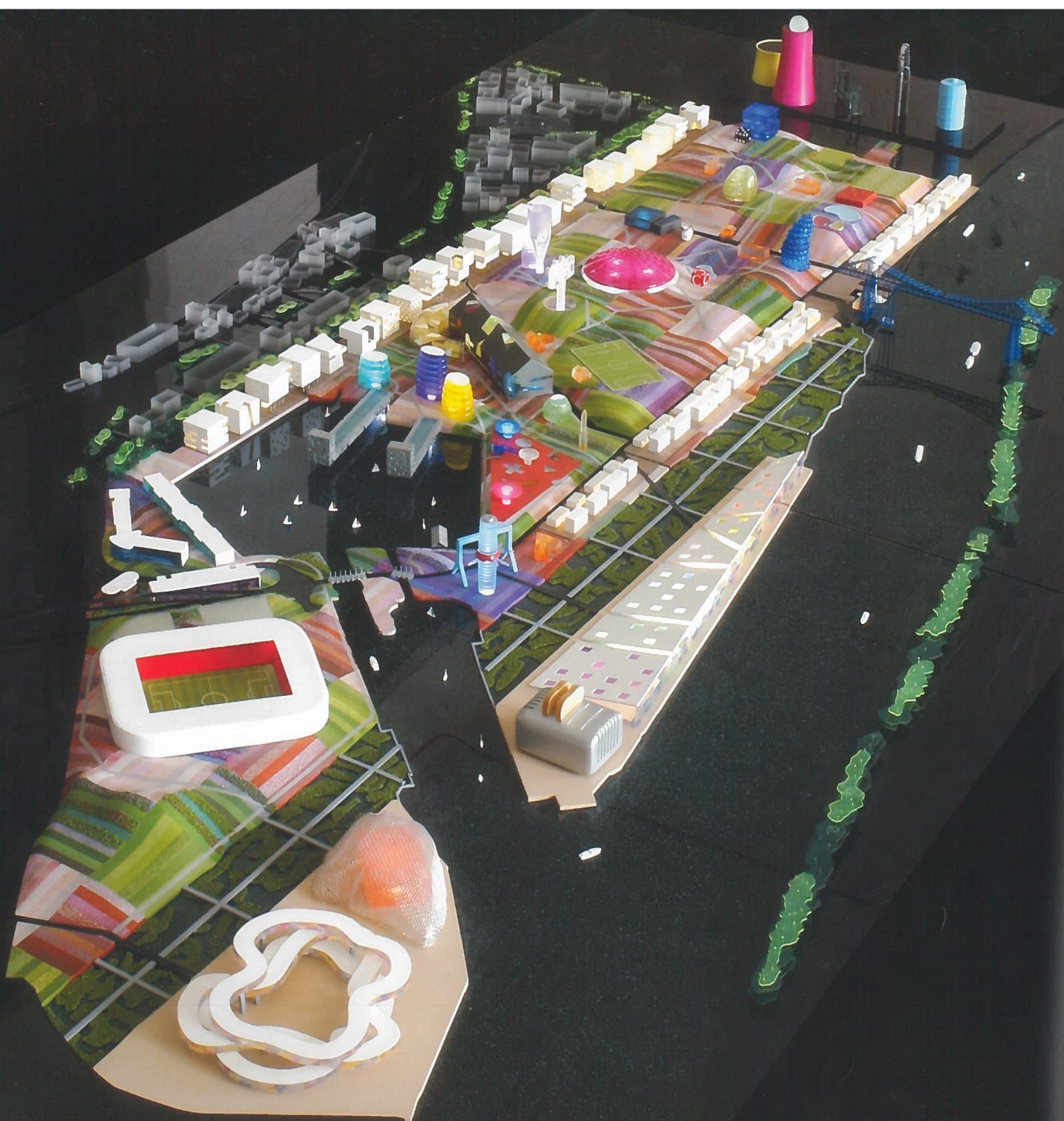
Hotel: 28,000 m² (275 rooms)

Education: 33,000 m²

Digital City Museum Space Invader: 20,000 m²

- | | |
|---|---------------------------------------|
| 01. Forest Strip | 27. Waterski Zone |
| 02. Sugar Cubes | 28. Tall Ships moorings |
| 03. Sugar Cubes Boardwalk | 29. Boho Commercial |
| 04. The Landscape | 30. Cleveland Police HQ |
| 05. The Bench | 31. Asda |
| 06. The Bench Boardwalk | 32. Commercial: Existing Able UK |
| 07. Wetlands/Bird Sanctuary | 33. Travelling Crane |
| 08. The Stitch | 34. The Cliff Residential |
| 09. Middlesbrough College Construction Block: fish | 35. Arena |
| 10. Middlesbrough College Main Campus Building: big house | 36. Theatre |
| 11. Middlesbrough College Halls of Residence: egg | 37. Primary School |
| 12. Clocktower | 38. Commercial: Marge Simpson |
| 13. Prada Skirt Residential Apartments 1 | 39. Tees Valley Nautical Studies |
| 14. Prada Skirt Residential Apartments 2 | 40. Pool Zone |
| 15. Prada Skirt Residential Apartments 3 | 41. Snow + Climb Zone |
| 16. Living Pier 1 | 42. Middle-X Arena |
| 17. Living Pier 2 | 43. Champagne Flute Hotel |
| 18. Floating Stage | 44. Digital City Museum Space Invader |
| 19. Casino | 45. Skate + Bike Zone |
| 20. Wakeboard Zone | 46. Brasserie + Wine Bar |
| 21. Dinghy Club | 47. Middle-X Bowl |
| 22. Kerplunk Hotel | 48. Bars + Club House |
| 23. Bascule Bridge 1 | 49. Captain Cook Pub |
| 24. Bascule Bridge 2 | 50. Hula Hoops Residential |
| 25. Terrace Hill | 51. Nursery School |
| 26. Standing Wave Zone | 52. Rubik's Cube Cinema |
| | 53. Bowls |
| | 54. Tennis Courts |
| | 55. Town Hall Tower |
| | 56. Commercial: Customs House |
| | 57. Health Centre |
| | 58. Egg Hotel |
| | 59. Thermal Pools |
| | 60. Leafy Victorian Suburb |
| | 61. Northbank Landscaping |

- | | |
|---|---------|
|  | Phase 1 |
|  | Phase 2 |
|  | Phase 3 |



7.0

The Delivery

With courage and conviction, The Plan contained in this document can be realised. If it is realised then it will give Greater Middlehaven the chance to be the instrument of radical change in the town and the sub-region: change that will bring health, happiness and prosperity to the 650,000 inhabitants of the Tees Valley.

For significant change to occur, something significant must first be proposed. This document delivers that part of the equation. The second part of the equation – implementation – has a wider remit: it is for all of us to now show commitment and a sense of responsibility towards what has so far been created and for what could be.

7.0 Delivery

The clear message is that the best and most innovative developers are interested in developing at Greater Middlehaven.

7.1 Market Appraisal

An appraisal was commissioned by Tees Valley Regeneration in Spring 2004 to form one of a series of reports to inform the viability of the plan and was initially commissioned to provide general guidance to the framework planning team in relation to the commercial viability of their proposals. The appraisal has also informed the 'commercial thinking' behind the vision for the plan and has assisted the design team in shaping and formulating both the concept and phasing of the project to improve the efficiency and deliverability of the masterplan.

The Market Context

Middlesbrough and the Tees Valley has until recently been suffering from its declining core industry and outward migration of its population. However over the past decade this has started to change, with the progressive increase in the service sector replacing the traditional heavy industry. One of the strongest indications of this has been the successful completion of the Teesdale Business Park which has attracted some key major organisations to the region.

The residential market for well located, quality property has started to improve. However the key for the Tees Valley and Middlesbrough is to capitalise on this by its establishing a major project that will create a further 'step change' and encourage sustainable growth and confidence in both the local and regional economy and reinforce the beginnings of a proactive property market.

Middlehaven has the scale and presence to achieve this on the basis that our 'visionary' plan secures an appropriate level of political and financial support (both public and private). The political support is now well established. The issue now is to ensure that guaranteed public sector financial support is forthcoming, which will lever in significant private sector investment.

The private sector is already demonstrating their commitment in the form of a direct development of 16,000 m² of speculative offices (with appropriate leisure component) as part Phase 1 of the project. Public sector funding is required to enhance the environment and delivery platform to ensure a quality, successful and economically sustainable development can take place – one which will reposition the property market within Middlesbrough and it's wider sub region.

Masterplan Content and Phasing

The masterplan is an exciting visionary concept but is also highly deliverable as it has been broken down into a series of phases including bespoke sites and mix of uses – 'phases within phases' – that can be readily taken forward.

The scheme has also been reviewed and critiqued by national, regional and local developers as part of the masteplanning process and has been fully endorsed by them. The clear message is that the best and most innovative developers are interested in developing at Middlehaven in accordance with the exciting vision set out by Alsop.

The projects phases are as follows:

- Phase 1: 2005-2009 inclusive
- Phase 2: 2007-2015 inclusive
- Phase 3: 2010-2020 and onwards.

For market appraisal purposes we have only appraised the viability of Phases 1 and 2 as there is less definition in respect of Phase 3 at the current time.

Middlesbrough College has also committed to move to Middlehaven – Phase 1.

Project Construction Costs

Given the repositioning nature of the strategic framework, Davis Langdon in consultation with the masterplanning team has established the provisional level of 'cost premium' that should be applied to reflect the required quality of the scheme and plan. There is a separate document available which details this work and has informed and validated the first two phases of the framework plan.

From a 'baseline' of standard costs that would currently apply to general construction in the North East the team, where appropriate for the respective uses, has incorporated a 10-20% loading to specific elements of the design. These higher cost figures were applied to create the Enhanced Appraisal.

These cost enhancement allowances should enable Middlehaven to differentiate itself from the general average level of projects that have been completed in the North East region to date. This was a requirement and common theme throughout our consultation with market practitioners in terms of ensuring the success and future viability of Middlehaven.

Two Tailored Appraisals

Having assimilated all of the base information areas, costs and general market values King Sturge produced two 'tailored' appraisals for the project based on current cost and values. These include:

- A baseline appraisal adopting the general level of build cost currently associated with buildings which typically could be under construction in the North East.
- An enhanced appraisal reflecting the costs associated with creating a quality product that would reposition Middlesbrough and The Tees Valley.

Funding

The regeneration of Middlehaven has been identified as a priority for English Partnerships, One NorthEast and Middlesbrough Council since the mid 1990s.

Significant public sector intervention is required and this is set out in the accompanying documents. This public sector support will stimulate a significant amount of private sector investment in Middlehaven.

Use	Phase 1 (m ²)	Phase 2 (m ²)	Total (m ²)
Residential	63,500 (766 units)	102,400 (1,200units)	165,900 (1,966units)
Commercial Offices	21,200*	25,800	47,000
Retail	2000**	3,600**	5,600**
Leisure	3,400**	10,500**	13,900**
Hotel and casino	24,300 (250 rooms)	7,000 (125 rooms)	31,300 (350+ rooms)
Total commercial components	114,550 m²	149,300 m²	263,850 m²
Car spaces	1,896	2,156	4,052

* In addition to the current speculative office development currently proceeding.

** This will be supplemented by the 'interactive playground' incorporated in the central landscape and water space of the masterplan. These proposals are expanded further in Adventure Concepts work and report commissioned by Tees Valley Regeneration dated 6th March 2004.

7.0 Delivery

The Plan marks a step change in aspiration and sets a new benchmark for design in the Tees Valley. It will differentiate the Middlehaven opportunity.

7.2 Economic Appraisal

A detailed Economic Appraisal has been carried out by Genecon.

This isolates the funding requirements needed to deliver the masterplan contained in this document. The key factors which will require significant additional funding are:

- The demolition and remediation in the Central Industrial Area.
- The proposed Landscape (including southern and northern boardwalks, central parkland area and 'under-surface' parking).

Funding for this section of the masterplan will have the effect of 'kick-starting' the private sector development on Greater Middlehaven. The increased design quality proposed in this Plan. It is vital to 'set the standard' at the earliest stage.

Economic Impacts

The previously established funding package is subject to the delivery of a number of core outputs agreed with Treasury over a ten year period from 2002. These include:

- 1,945 gross new jobs created
- 52.2 hectares brought back into use
- 1,688 new dwellings (including 400 in St. Hilda's)
- Commercial, 27,816 m²
- Visitor Attraction, 4,778 m²
- Local retail, 1,500 m²
- Leisure (ie hotel, restaurant, bars etc), 12,333 m²
- New Primary School

In addition, ERDF support is also tied to delivery of a number of outputs over the period to December 2009:

- Brownfield land prepared for development – 20.58 hectares.
- Business space constructed 36,500 m² (December 2007) and 42,000 m² (December 2009).
- Private sector leverage £22 million (2007), £25 million (2009).
- Net additional jobs created 831 (2007), 958 (2009).

The Plan will deliver the existing outputs and more:

Phase 1 (2005 to 2009) will deliver:

- 21,200 m² commercial/office floorspace¹
- 30,000 m² College Campus
- 3,400 m² Leisure²
- 63,650 m² or 766 new dwellings
- 2,000 m² local retail
- 24,300 m² hotel and casino
- 1896 car parking spaces
- Visitor attraction – Museum of Digital Media³

Phase 2 (2007 to 2015) will deliver:

- 25,800 m² commercial/office floorspace
- 102,400 m² or 1,200 new dwellings
- 2,000 m² Leisure²
- 8,500 m² Leisure Centre
- 125 bed hotel (approx. 7,000 m²)
- 3,600 m² local retail
- 2156 car parking spaces
- Primary School³
- 2,500 seat theatre (approx. 10,000 m²)³
- 6,000 seat arena (approx. 20,000 m²)³

Phase 3 (2010 to 2020) will deliver:

- 30,600 m² commercial/office floorspace
- 98,500 m² or 1085 new dwellings
- 2,000 m² cinema
- 800m² local retail
- 3,000 m² leisure²
- Nursery School³

7.3 Conclusion – A Deliverable Plan

The strategic importance of creating the successful and sustainable regeneration of Greater Middlehaven cannot be underestimated.

Throughout the strategic framework planning process the combined team has engaged at senior level with politicians, public officers, key developers and members of the community who are all looking to move this project forward in a proactive and coordinated way.

What we propose is a radical piece of thinking which is big enough to do the job it has been asked to do. It marks the step-change in aspiration and approach that was requested and has set a new benchmark for design in the Tees Valley. It re-unites Middlehaven with both the town centre and the river. It creates a powerful and exciting juxtaposition with the urban fabric on its southern boundary and with the broad expanse of the River Tees to the north. Moreover it is achievable and capable of securing the substantial private and public investment that will be required to deliver it.

The approach taken at Middlehaven is delivering investor confidence in the ability to differentiate this redevelopment opportunity within the North East. People are now wanting to build at Middlehaven not just talk about it and deliverable projects are coming forward from a variety of different sources.

With the strategic framework now in place, we are confident that the allocation of public funding will become the catalyst to progress this significant area based regeneration project and attract considerable inward investment from the private sector.

It is now critical for the process and delivery timetable that the relevant level of public money is made available to maintain this momentum and secure this important project for the North East region.

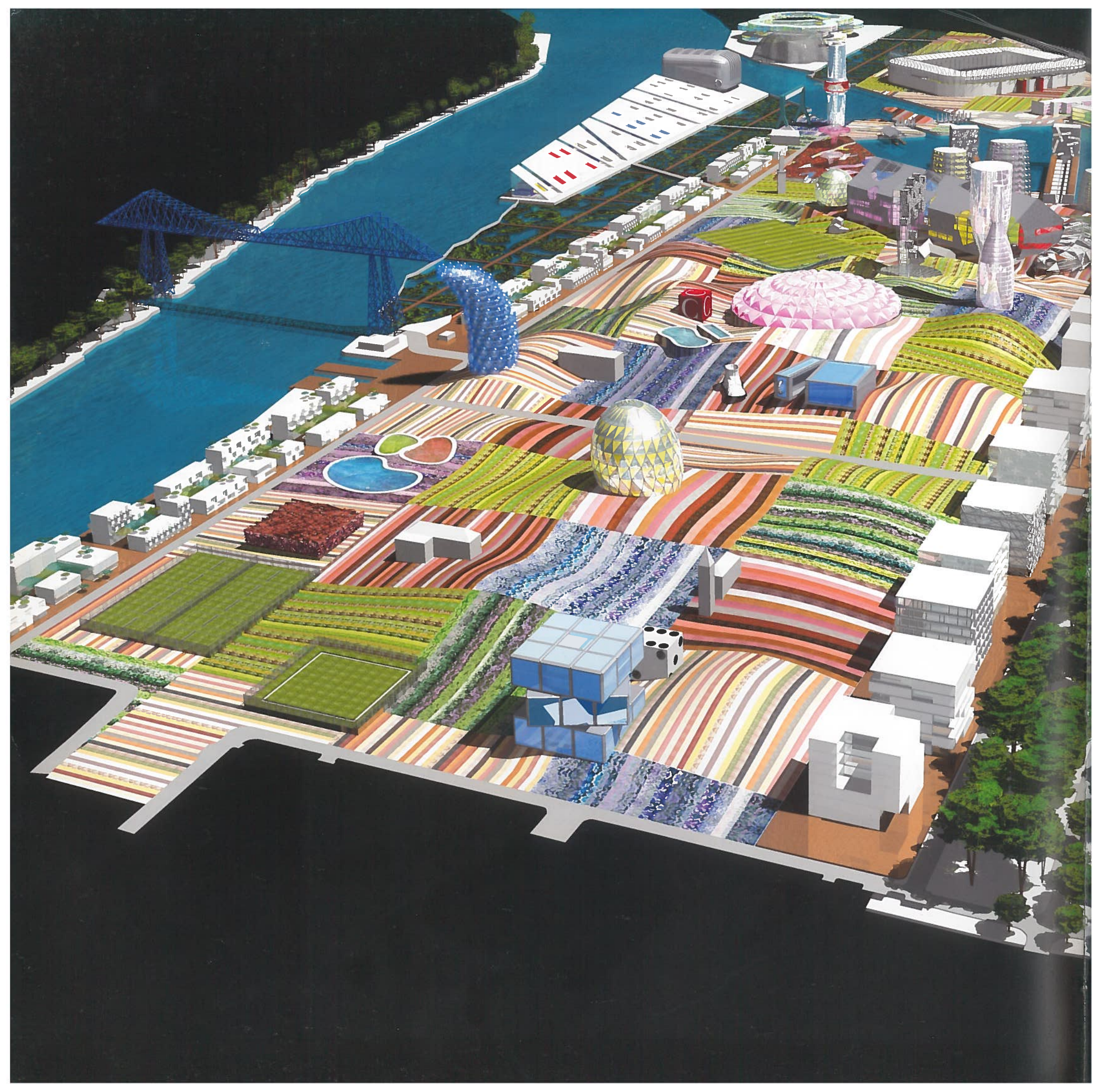
¹excludes Terrace Hill

²subject to additional Adventure Concepts space.

³subject to separate funding.

Left: oblique view of the model from the North West.





An architectural rendering of a city regeneration plan, showing a large, curved road or canal cutting through a dense urban area. The buildings are rendered in white and grey, with some colored accents. The scene is viewed from an elevated perspective, showing the layout of the streets and the placement of trees and green spaces.

Thanks

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C



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