



Hartlepool
Development
Corporation



Ryder

**Hartlepool Development Corporation
Design Code**

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Introduction

Introduction

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

The purpose of this Design Code is to support the HDC in exercising its planning functions, particularly in respect of the determination of certain planning applications. It is intended to aid in the delivery of investment and provide greater support for new development in the area by providing guidance and principles that will give developers and investors a clearer understanding of the type and nature of development that will be supported by the HDC through the planning process. This Design Code should be read in conjunction with the HDC Masterplan, which further supports the transformation of Hartlepool and seeks to drive the continuing investment in projects, programmes and development activities.

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

This Design Code has been prepared in discussion with Cleveland Police. It has been prepared in accordance with the National Model Design Code, which provides detailed guidance on the production of design codes and policies to promote successful design.

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

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

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

Scope of Code

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

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

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

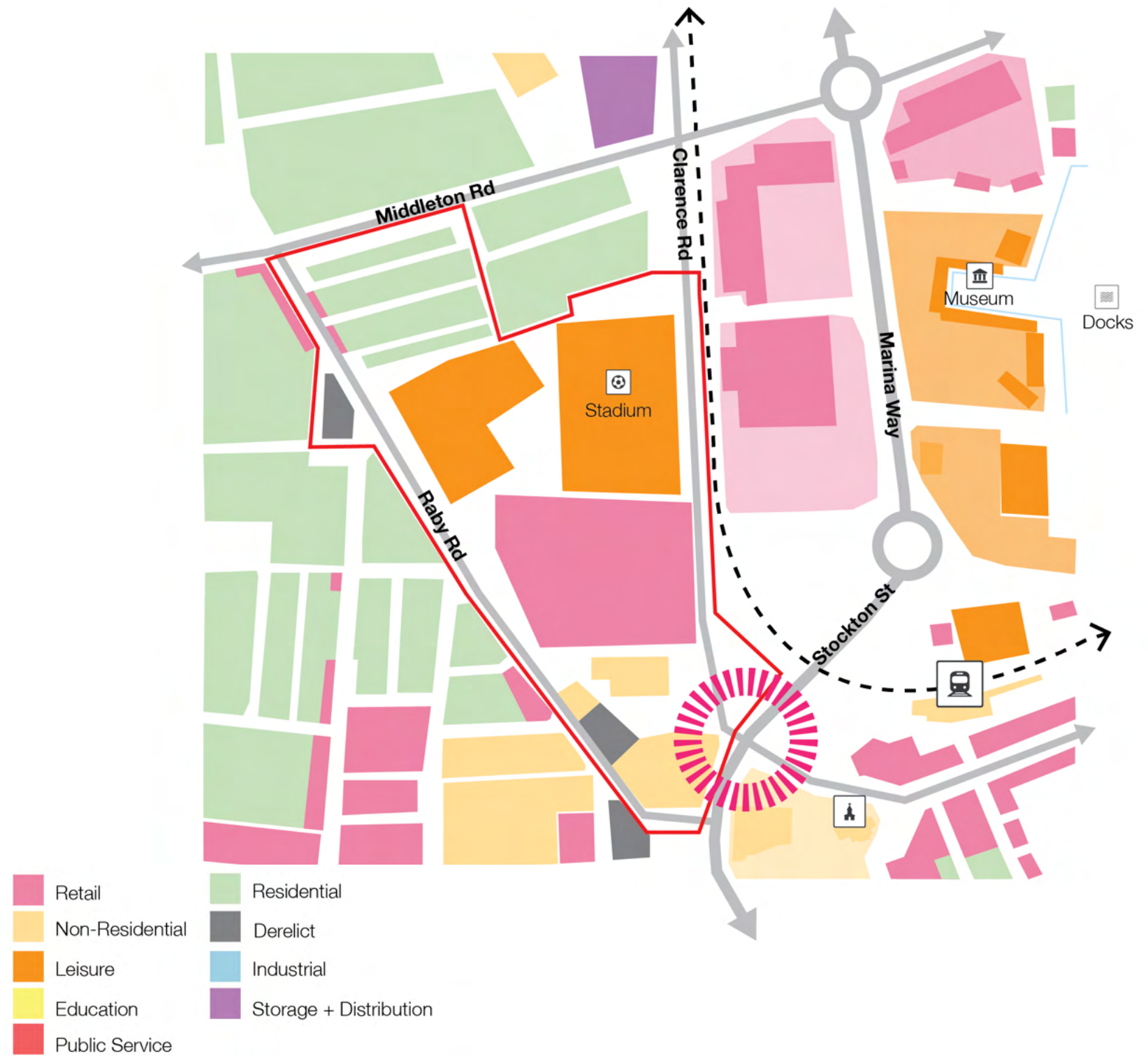
In line with the guidance provided within the National Model Design Code, a character assessment has been conducted for each of the focus areas identified as part of the overall masterplan. The character assessment identifies the geographic context of the site to establish specific area types, with focus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

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

Analysis

Character Assessment Raby Road

The Raby Road area is situated in the northern area of Hartlepool town. The area is enclosed by a number of roads; Raby Road, Middleton Road and Clarence Road - a busy north/south arterial road which a national rail line travels alongside. Towards the south of the area there is a gateway site where important roads converge such as Church Street, Clarence Street and Stockton Street. Overall the site has a mixed character with clusters of discordant leisure facilities, a periphery of terraced housing, and surface car parking which dominates a large proportion of the area. Despite the near proximity to the docks area the connection is severed by the barrier formed by Clarence Road and the national rail line. This obstruction is reinforced by Marina Way, another busy arterial road. The facilities on the site itself are also obstructive, impacting the connection from west to east by eliminating any discernible thoroughfares for pedestrians by virtue of their large size, security and the significant areas dedicated to car parking.



Network

Clarence Road runs along the eastern edge of the site parallel but elevated in relation to the adjacent rail line. Clarence Road and Raby Road connect the site to an important gateway at the south end of the plot where the roads intersect with Stockton Street - an important artery as part of the A679. Middleton Road at the north of the site connects areas in the west to the A679, bridging over the rail line. Through the site there are few roads as most land is taken by parking for large retail buildings resulting in an unstructured relationship throughout the site.

Boundaries

Clarence Road in combination with the lower rail line creates a hard boundary between the site and the docks. Furthermore, Marina Way (A679) runs parallel to Clarence Road, therefore reinforcing the disconnection from the west towards the docks. Within the site area, large areas dedicated to retail units or the stadium reduce the walkability through the area as much of the land is dedicated to parking.

Environmental

The site has few dedicated green spaces. The residential terraces at the north of the site have no greenery resulting in an unpleasant street scape. Areas in the middle of the site are dominated by impermeable car park surfaces. The overall impression is discordant.

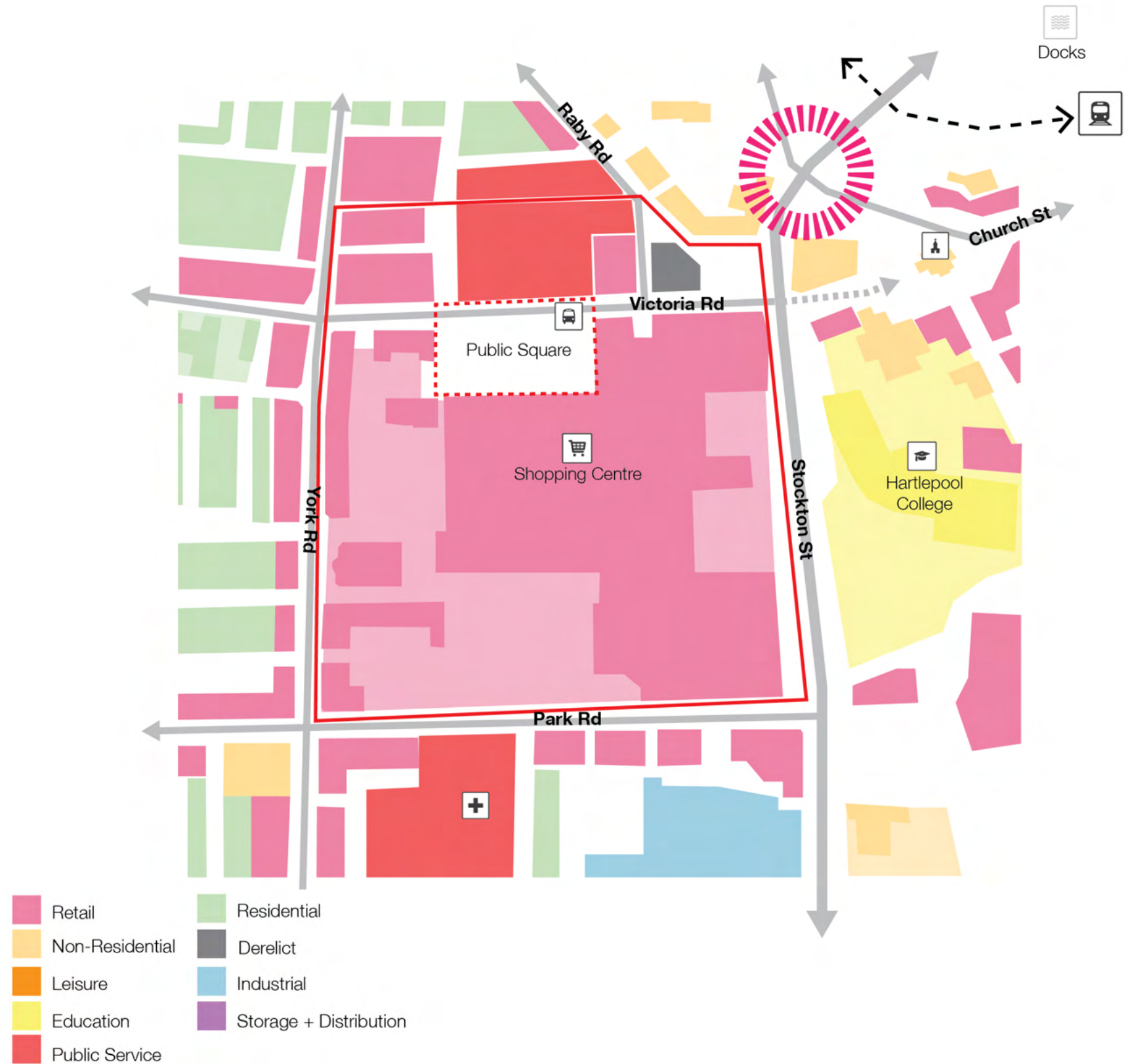
Land use

At the north of the site are residential terraces. Along Raby Road is a mix of residential and small retail units. In the centre of the site are supermarkets, with large areas dedicated to parking. Importantly, there is also the Victoria Park stadium, an important cultural centre for the town and home of Hartlepool United Football Club.



Character Assessment Middleton Grange

Middleton Grange is located in the centre of Hartlepool town. The area is dominated by retail. The centre of the site is dedicated to the Middleton Grange Shopping Centre which is encompassed by roads on four sides. The area is very urban with few green areas and landscaping. The shopping centre has an irregular shape with large areas dedicated to parking and has mostly inactive façades facing the surrounding streets. The site is therefore difficult to move across and does not compliment neighbouring sites either architecturally or by encouraging activity.



Network

Middleton Grange is surrounded by four roads in a squared arrangement; York Road (west), Park Road (south), Victoria Road (north) and Stockton Street (the A689/179) as an important arterial road (east). The majority of the site is dedicated to the shopping centre and car parking. Therefore the network through the site is limited to pedestrian traffic, which is impeded by the volume of the shopping centre.

Boundaries

The site is encompassed by four roads in a squared arrangement. The A679 to the east is an important arterial road, therefore it inhibits movement from Middleton Grange towards the east as there are few places to cross. The shopping centre and car parking acts as a barrier itself, preventing easy access through the site.

Environmental

The majority of the area is dedicated to the shopping centre. The architecture of the shopping centre disregards the context with inactive façades which do not support the surroundings. A large area is dedicated to car parking for the shopping centre. There is a public square with greenery but little biodiversity and points of interest.

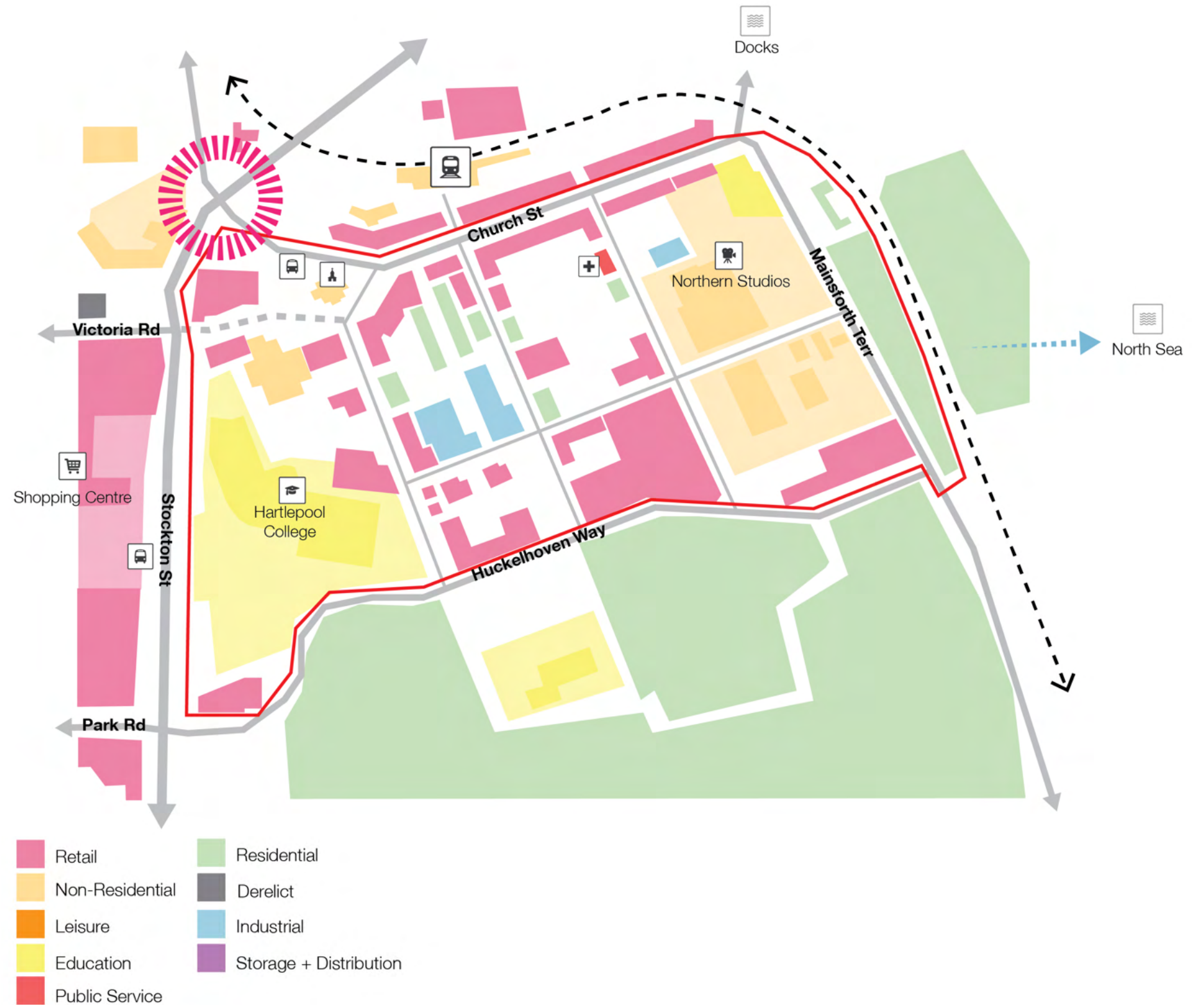
Land use

The majority of the land is dedicated to Middleton Grange shopping centre and car parking. The civic centre is located along Victoria Road in front of which there is a public square.



Character Assessment Creative Industries Cluster

The Creative Industries Cluster includes an area within eastern Hartlepool town centre. The area is defined by the national rail line which travels along the north and east of the site as well as two roads, Huckelhoven Way along the south boundary and Stockton Street - an important arterial road along the west boundary. Church Street has a historical character with a recently updated public realm, with the street dedicated. Some units remain vacant however despite its prominent location with direct access to Hartlepool train station and a close proximity to the coast line and docks area, as well as Hartlepool College. Despite the close proximity to different areas, the connection to Middleton Grange is severed by Stockton Street (A689) and from the sea front and docks by the rail line.



Network

The Creative Industries Cluster has direct access to the Hartlepool town railway station via Church Street. The rail line runs along the north and east of the site. The site has four notable roads which run around the perimeter of the site. Stockton Street (A689) travels along the west boundary of the site, an important arterial road. Church Street is a historical retail street which has access to a key gateway area to the west and a rail line crossing to the east for access to the historical dock area.

Boundaries

The area is bound by the rail line along the north and east sides. Stockton Road (A689) forms a boundary towards the west serving as an important north/south arterial road. Stockton Road can be crossed via two pedestrian crossings however the movement of pedestrians is still significantly impeded by this road. Access toward the north beyond the train line is only accessible at each end of the area boundaries, across a line crossing or by negotiating a busy traffic junction.

Environmental

There are no high quality green spaces throughout the site. Greenery is sparse with large areas dedicated to parking or logistics. Church Streets public realm has been updated and includes greenery, as well as the gateway site at the crossing from Middleton Grange.

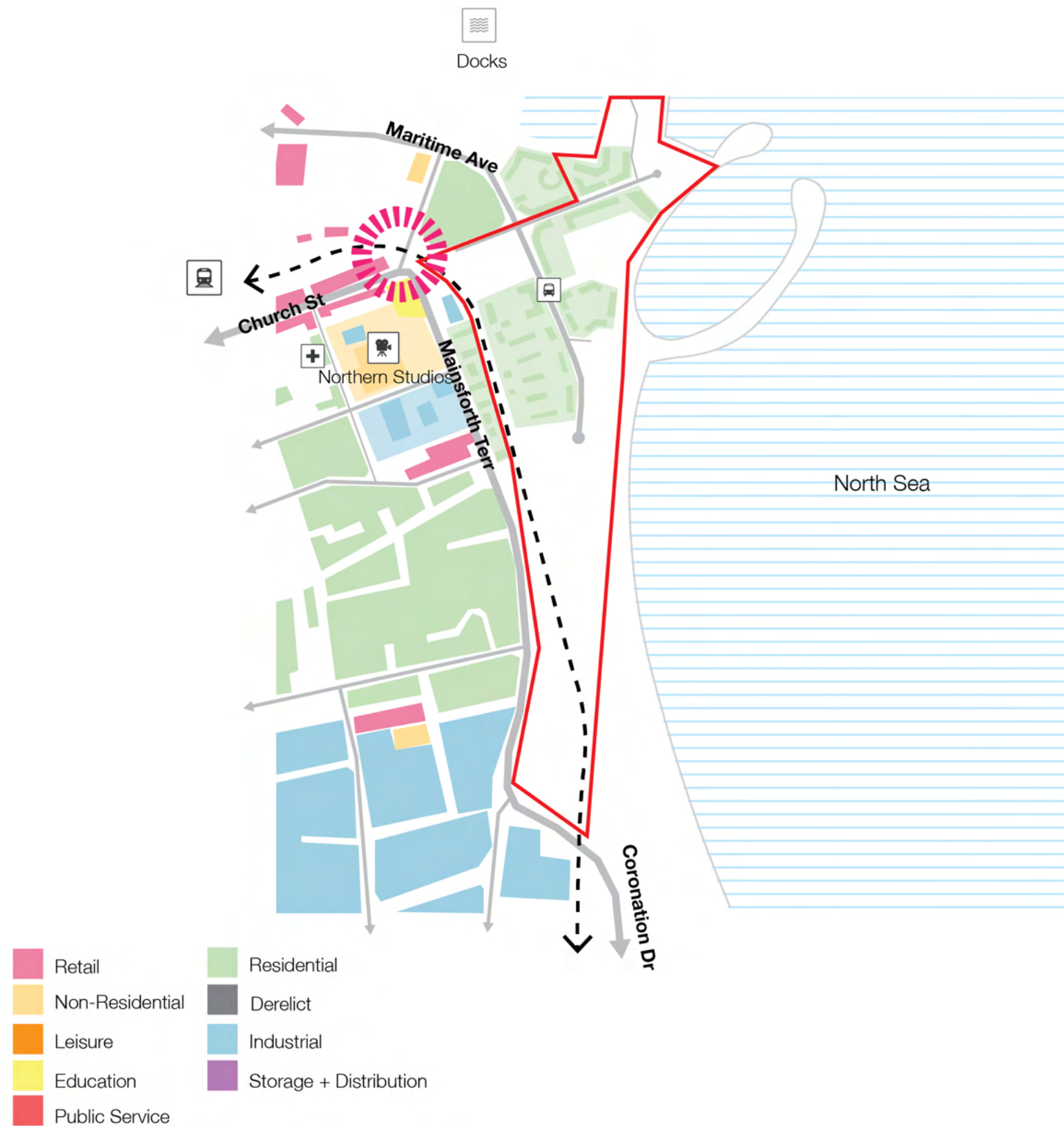
Land use

The area is mixed-use. Church Street is defined by retail units however further south there is a mix of uses within the area. The uses range from residential, retail, educational, and industrial. Notable developments are the Hartlepool College to the west of the site and the Northern Studios to the west of the site.



Character Assessment Town to the Sea

Town to the Sea is an area between the Creative Industries Cluster and the coast line. The area is predominantly residential. The access to the site is impacted by the rail line along the west of the site. The site is therefore only accessible from the north through Maritime Avenue, which can be accessed from Church Street by a rail crossing. Therefore, the areas to the west of Town to the Sea are obstructed from access to the sea despite the area itself having direct access to the sea front. There is access to the docks for private vessels.



Network

Access to the site by motor vehicle is limited to the north of the site via Maritime Avenue. The west boundary of the site is defined by the rail line, hence the limited accessibility. Along the coastline is a pedestrian cycle lane and sea defences. Currently there is only one rail line crossing at the east end of Church Street, which connects to Maritime Avenue. Maritime Avenue connects to the A689 to the west.

Boundaries

The boundaries of the site are defined by the coastline/coastal defences to the east and by the rail line to the west of the site. Consequently, the site is quite narrow between these two boundaries.

Environmental

The site is located along the sea front. There is a predominant mix of residential building types; detached housing estates and four to five storey apartment buildings. The streets are typically lined with greenery. There is a vacant site at the south end of Maritime Avenue which is currently informal grassland.

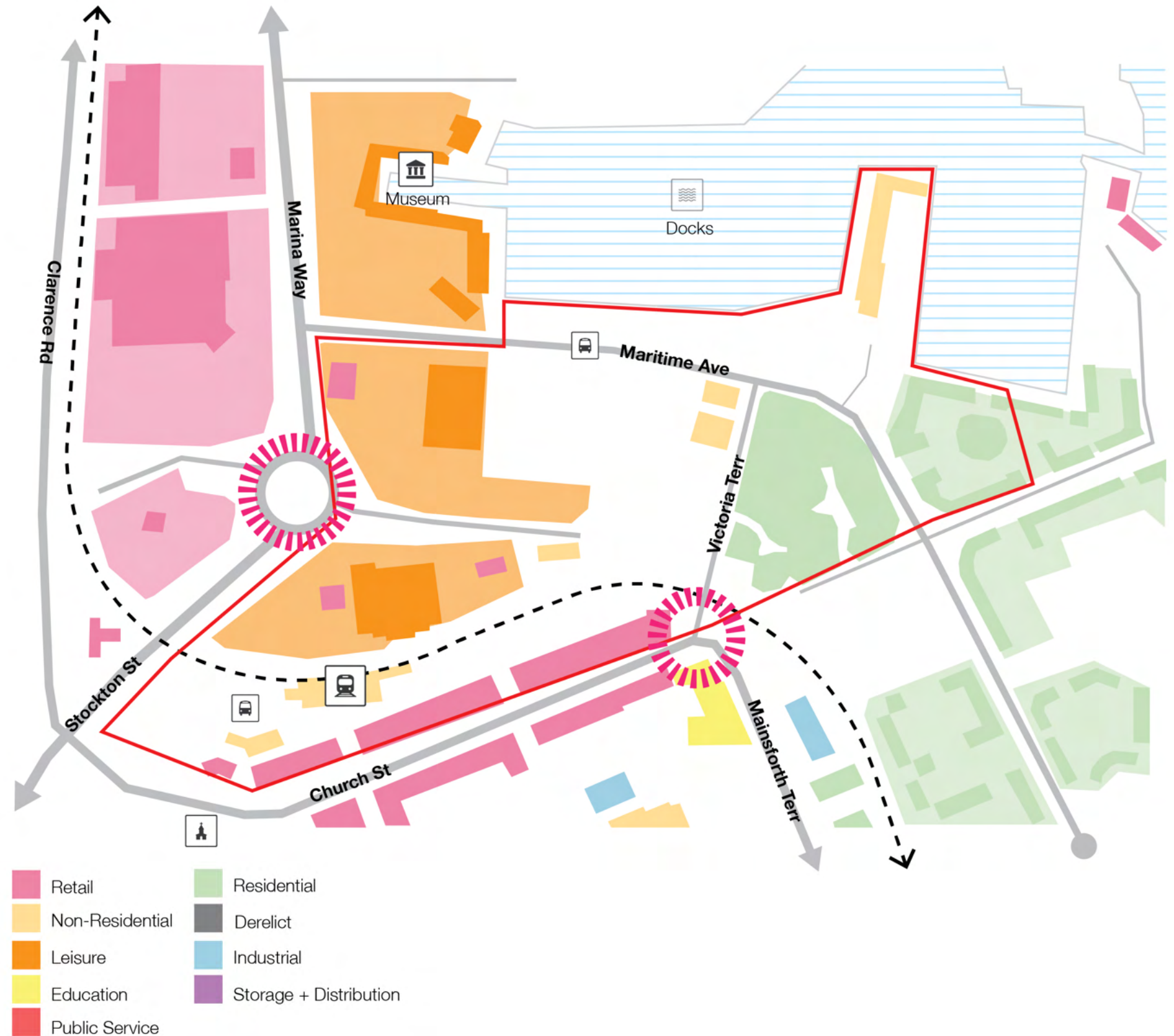
Land use

The site is mostly used for residential housing and apartments. The area overlooks private sailing vessels for which there are yacht club buildings. Along the waterfront is a pedestrian/cycle route.



Character Assessment Urban Village

Urban Village is situated north of Hartlepool train station and the train line. To the north of the site is the historical docks area. The site can be accessed from the A689, however this road also obstructs the connection with the rest of the town further west. Additionally, the train station is only accessible via Church Street, which can be accessed by the west end of the street by a rail crossing on Victoria Terrace. The site has a mix of low density residential as well as commercial units accompanied by large car parks which contrast greatly to the surroundings and context. Large areas of land still remain vacant for development.



Network

The site is situated between the railway station and the docks area. The site is accessible by the A179/689 to the west. Maritime Avenue passes through the site from the A179 eastwards towards the seafront. Additionally, there is access to the site via a rail crossing from Church Street onto Victoria Terrace.

Boundaries

The area is defined by the docks to the north of the site, the rail line to the south and the A179/689 to the west. The A179 is a busy arterial road and therefore is not well suited to pedestrian traffic.

Environmental

There are docks at the north of the site. There are retail units to the west with large spaces dedicated to car parking. To the east is a residential area with private gardens and greenery. Between these areas is a vacant plot of land which is currently grassland with limited biodiversity. There may be influxes of sound pollution from the A179 and the rail line.

Land use

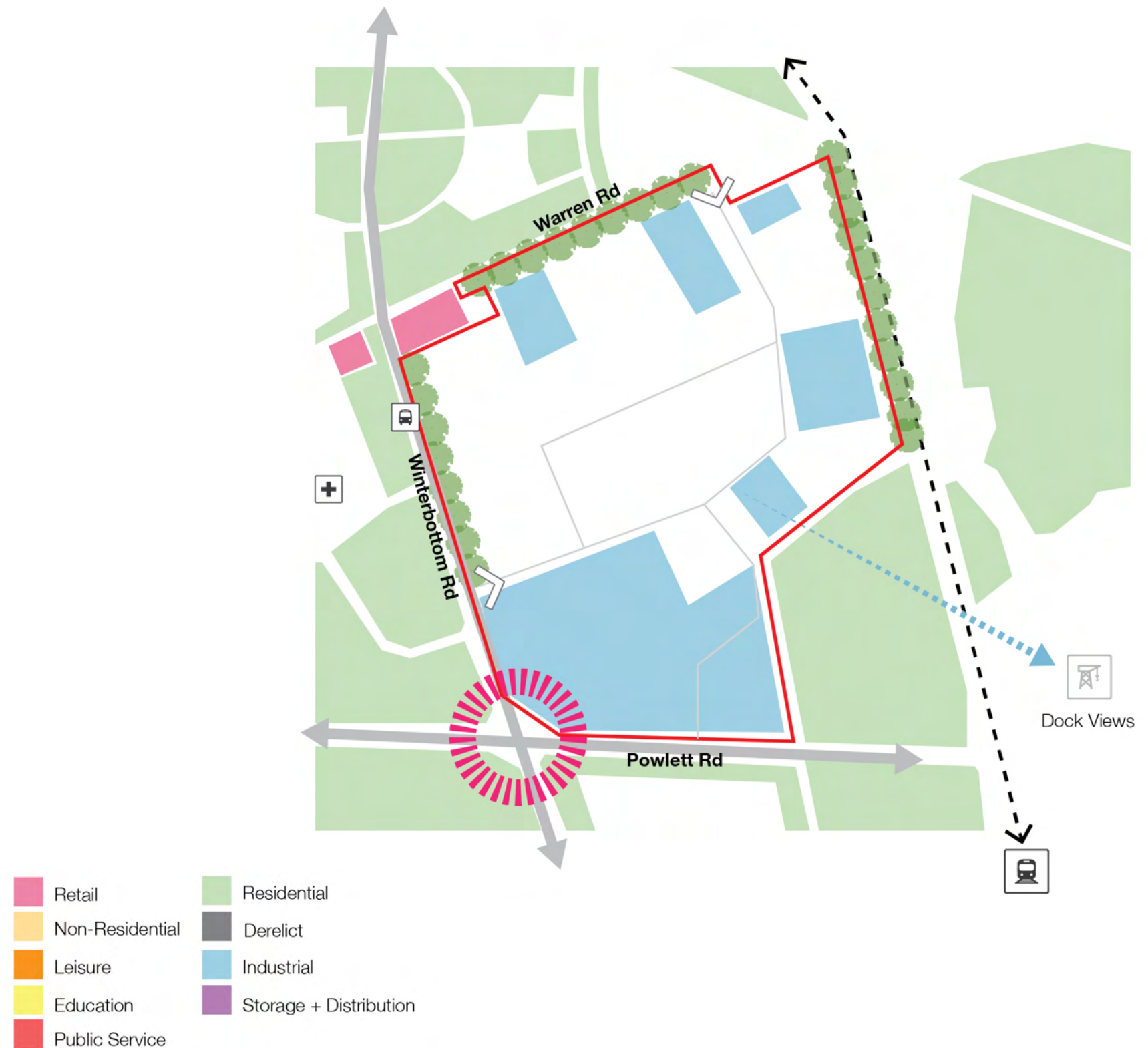
To the east of the site is a residential area. The west of the site is dedicated to retail and supporting car parks. The north of the site hosts a hotel. In the centre of the area there is vacant land.



Character Assessment Oakesway Growth

Oakesway Growth is situated to the north west of Hartlepool town centre. The site is well connected to the main road network with nearby access to the A179. The site is enclosed by a green border with hedges and trees and is predominantly vacant with a few industrial units around the perimeter. The site is neighboured by an elevated national rail line to the east and by roads. The surroundings are mostly residential with a local retail unit to the north west of the site.

The site has a material palette primarily consisting of brick, corrugated metal and slate. The buildings are for industrial purposes, with simple shapes and large volumes. The scale of the site is large and feels exposed with a discordant and fragmented balance. The site was evidently prepared for additional developments however a significant area is vacant grassland.



Network

The road network for the site consists of one through road, Oakesway Road, which connects Winterbottom Road (west) to Warren Road (north). Additionally a loop is formed in the centre of the site by combination of Thames Avenue and Oakesway Road. The site itself has a strong link to the regional road network through the A179 (south).

Boundaries

Oakesway Growth is bordered by a raised national rail line to the east. There are also three roads around the site, Powlett Road (A179 south), Winterbottom Road (west) and Warren Road (north). Around the periphery of the site are a line of trees and hedges which create a defined boundary between the industrial site and residential surroundings.

Environmental

Oakesway Growth has large plain green spaces within the site. These spaces are vacant, used occasionally by dog walkers. There are clusters of trees and hedgerows throughout the site, with most trees concentrated around the border of the site forming a visual boundary. The rail line to the east is raised and visible from the centre of the site. There is an occasional acoustic impact from this rail line alongside an existing industrial unit on the site.

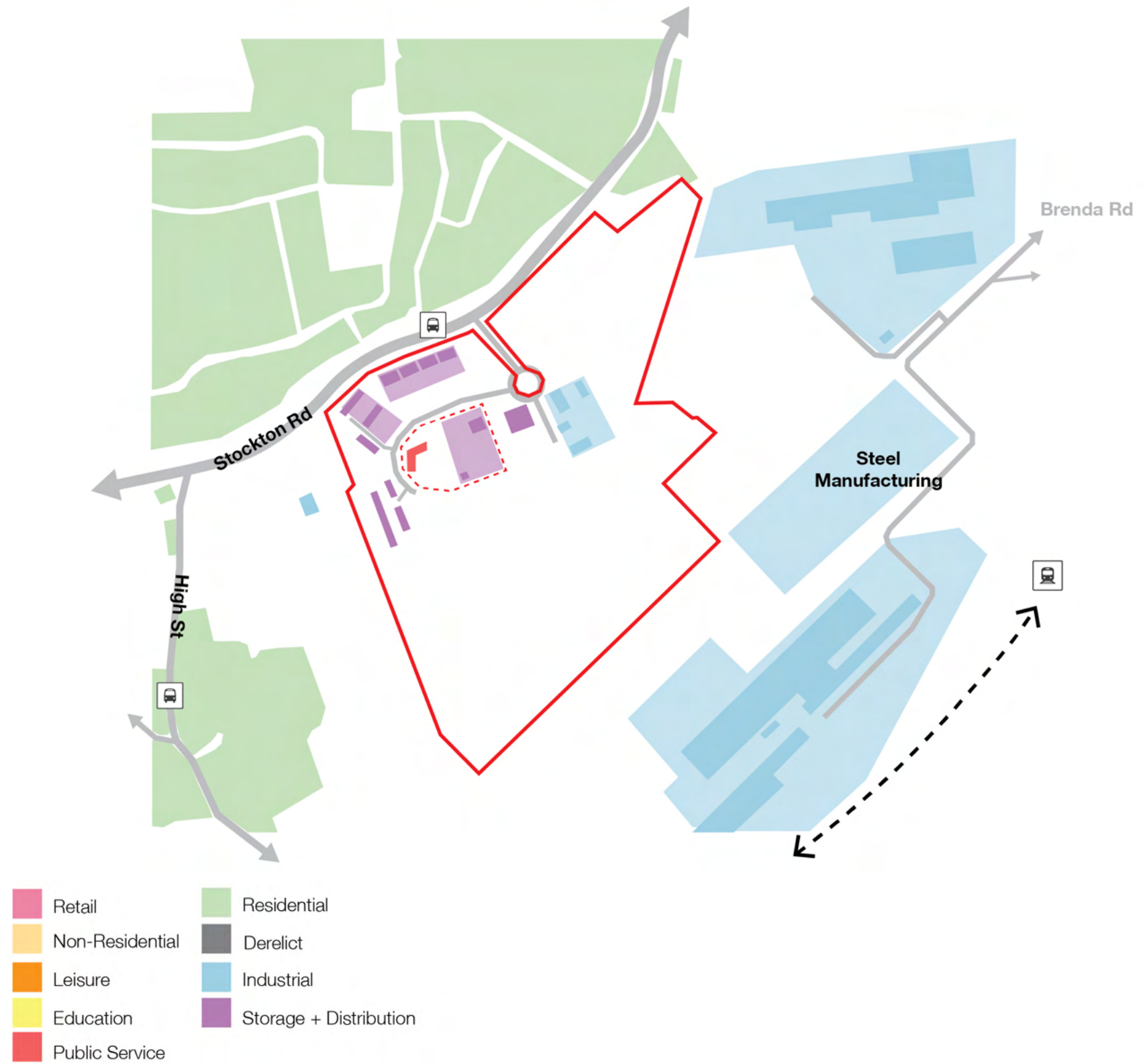
Land use

Plots within the site are exclusively industrial units. The areas surrounding the site are all residential areas. To the north east of the site is retail. Additionally there is a large vacant area mostly unused to the centre of the site.



Character Assessment Queens Meadow Growth

Queens Meadow Growth is located to the south west of Hartlepool town centre. There is direct access to the town centre via Stockton Road (A689) which travels along the north boundary of the area and offers the only notable access to the site. The site has poor access by public transport, limited to a single bus route (36). To the north of the site there is a residential area. To the south and east of the site there are areas dedicated to industry. The site has a green boundary with hedges and trees. Currently the site is mostly vacant however there are existing business unit developments.



Network

The site is located to the south west of Hartlepool town centre. The site is well connected via Stockton Rd (A689) which runs along the north boundary of the area and offers access to the site itself. Currently the site access route leads to a roundabout from which roads throughout the site can be established.

Boundaries

The site is bound to the north by Stockton Road (A689). The other sides of the site are not bound by any notable infrastructure however there is a strong boundary of greenery around the site.

Environmental

Currently the majority of the site is vacant grassland. Existing developments have utilised most of their plot excluding the buildings to parking. There is a focus on lining the roads with greenery such as trees and hedges. There is a large area to the east which has been dedicated to industrial terrain.

Land use

As noted, the majority of the site is currently vacant grassland however existing developments have been dedicated mostly to typically business park units with some light industry and logistics units.



Vision

Vision

The vision for the Masterplan for the HDC is clear: to secure the transformation of the town, making Hartlepool a thriving place to live, work, explore and invest in. To secure this, the following objectives have been defined:

- Make a vibrant town centre – Restore, reinvigorate and shape a sustainable town centre, providing residents and visitors with attractive, quality public space, shops and leisure facilities.
- Attract 2,400 new and quality jobs – Attract new and better jobs in manufacturing and creative industries, whilst delivering the skills needed to access them.
- Renew Hartlepool's waterfront - Create a thriving maritime economy of culture, business and leisure around Hartlepool's historic Marina.
- Build up to 1,300 new homes - Deliver high quality homes where people choose to live in the heart of the town.

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

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



Coding Plan

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

1. Raby Road

A local centre for mixed use development surrounding the football club, improved public realm and improvements to the existing residential area.

2. Middleton Grange

Town centre with potential for mixed use development.

3. Creative Industries Cluster

Town centre business development building on the success of the creative industries.

4. Town to the Sea

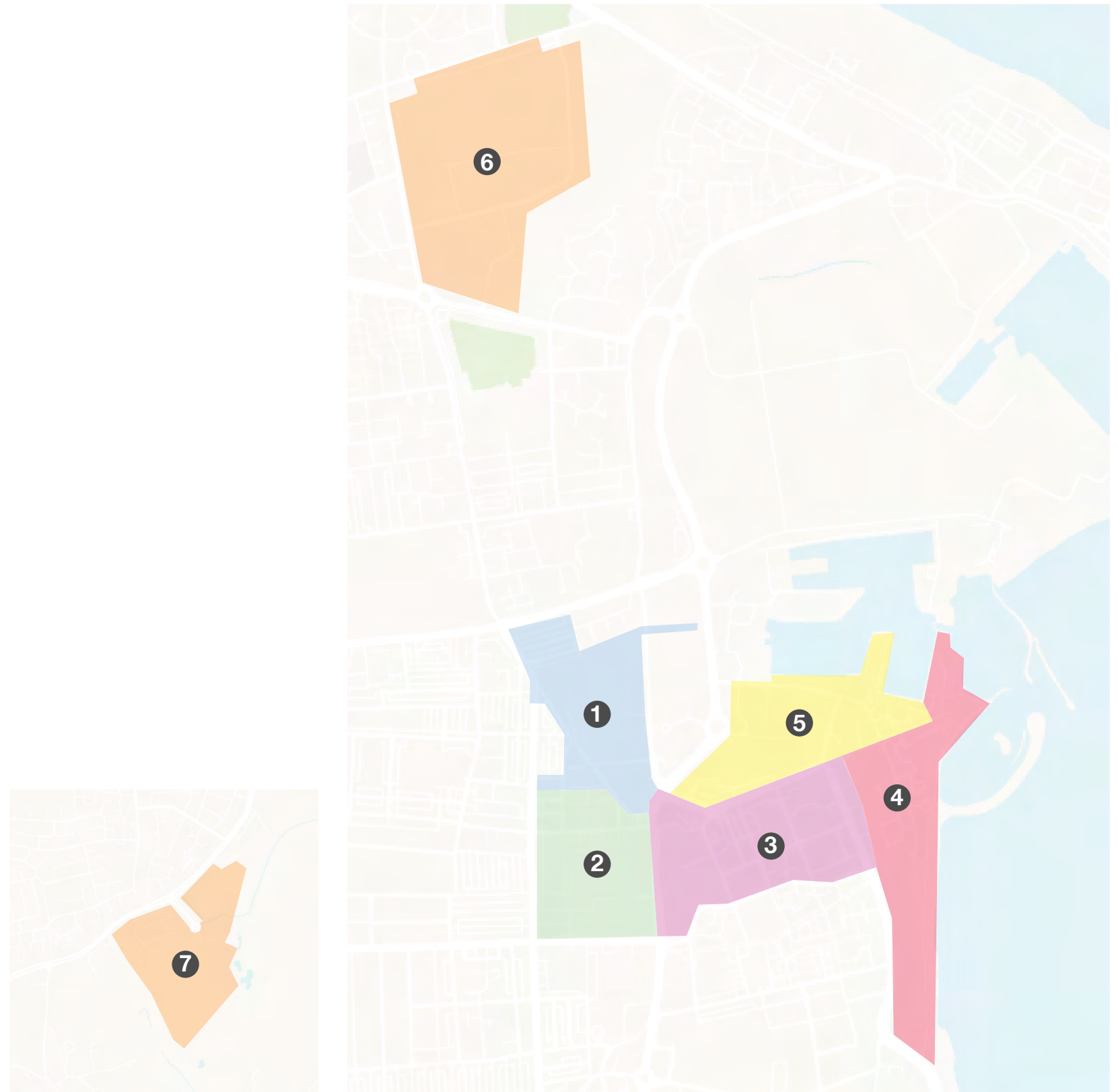
Maritime residential development with green space.

5. Urban Village

Town centre development. Potential for circa 120 dwellings per hectare.

6 and 7. Oakesway Growth and Queens Meadow Growth

Existing industrial area of large scale single storey commercial space, employment space and manufacturing and storage, with potential business park of 3-4 storeys. Including high quality residential in the north east of Queens Meadow Growth.



Design Code

General Principles

Development Principle HDC1: General Strategies

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

1. People & Skills: ensuring that local residents will have the skills needed for future employment and enterprise initiatives by creating SME start up opportunities within the creative industries;
2. Grey to Green: supporting the town's move to net zero and improving the overall look and feel of the Masterplan area by delivering green infrastructure and coordinated tree planting and greening; and
3. Digital: aspiring to become the UK's first truly Smart region by 2032, underpinned by world-leading digital infrastructure and innovative technologies by working with partners and key stakeholders to meet the needs of businesses and communities.

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



Development Principle HDC2: Land Assembly and Delivery

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

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

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



Development Principle HDC3: Movement and Connectivity

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

In particular, the HDC will encourage proposals which help to re-connect the town centre with its key coastal location, establishing Hartlepool as a contemporary and thriving maritime town. Key areas of improvement include:

1. Enhancing the arrival experience at Hartlepool Station and improving walkability to the Marina;
2. Supporting the delivery of works to the A689, with a specific focus to the pedestrian connection between Victoria Road and the A178;
3. Enhancing pedestrian connectivity along Raby Road as a key gateway to the town centre, creating a safer and more active route;
4. Forming new pedestrian connections from Church Street to north of the Marina;
5. Improving connectivity between Victoria Park Football Ground and the National Museum of the Royal Navy; and
6. Creating an active travel link over the rail corridor east of Mainsforth Terrace, allowing for easy connection to the sea wall walkway and Seaton Carew beach.

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



Development Principle HDC4: Secured by Design

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

Context

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

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



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

Implementation

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

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

Secured by Design CRIME PREVENTION GUIDES

Secured by Design is the national police crime prevention initiative



Secured by Design



Official Police Security Initiative

Development Principle HDC5: Natural Environment Protection and Enhancement

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



Development Principle HDC6: Historic Environment

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

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



Development Principle HDC7: Sustainability

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



Development Principle HDC8: Density and Scale / Scale and Treatment

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



Raby Road

New public space and mixed-use development, surrounding Hartlepool Football Club, to improve the gateway to the western access to the town.

Context

The Raby Road site context is driven primarily by Hartlepool Football Club (C1) and the existing leisure facilities on site, with a strong residential character to north of the site. The character area can be defined as a leisure, community and health and wellbeing hub, with the football club as the anchor and catalyst for any future development.

Movement

Encourage a new pedestrian cycle route from Raby Road to the dock area, with the creation of an improved connection to facilitate access to the dock area via the Raby Road site and stadium area (M1). Opportunities to enhance the NCN 14 Cycle Route (North/South) to encourage cycle use to town centre.

Access to sites/servicing spaces of new development and the stadium via improved access street from Raby Road and improved public realm for pedestrian access, catering to general use and matchdays with new gateway link to the Middleton Grange site along Raby Road.

Nature

Primary green route between the existing residential area and the stadium (N1), providing an ecological corridor and encouraging pedestrian access to the marina and Urban Village site. Increased planting and greenery adopting grey to green principles to streetscapes to better define boundaries and spaces and soften the existing hard edge of the residential cluster to the north of the site. Encouraged development of a new green gateway on the Old Cinema site, supporting opportunities for communal gardens or urban allotments and increased biodiversity.



Built Form

New development to be informed by low rise development along Raby Road, two to three storeys typically. Opportunities for larger, low density building plots to heart of Raby Road site in keeping with existing leisure use, up to four storeys as a visual marker to north of Raby Road. New development and public realm enhancements to consider arrangement, heights and form of buildings along Rium Terrace.

Opportunity to create a gateway element adjacent to the Old Cinema site, with the built form to enhance creation of improved public realm and streetscapes, forming a strong active frontage to Raby Road and new pedestrian access routes.

Public Space

Opportunity to develop a new public green space to the Old Cinema site (P1), acting as a terminus to the new pedestrian and cycle connection to the marina and Urban Village site, complemented by an enhanced public realm around the stadium with space to support community and wellbeing based events.

Use

Focus on community led development uses that complement the football club and leisure use of the site (U1), with additional opportunities for new recreational public space within new park to the Old Cinema site and along the new pedestrian green link to the north of the stadium.

Additional opportunities for residential development south of Museum Road (U2).



Identity and Materials

New characteristic as a welcoming community area, complementing the matchday experience. Use of brick is encouraged to tie into existing buildings on Raby Road and the residential cluster to the north of the site.

A new park to the Old Cinema site to create a positive congregation place for residents, with additional opportunities to improve frontages to the existing retail cluster along Raby Road to complement the existing architecture and create a coherent identity across the site.



Design Parameters



Area Type: Leisure Park



Density: Low / Medium



Storey Heights: Low / Medium (1-4 Storeys)



Plot Ratio: Medium (1.0)



Building Line: Medium (40-60%)



Active Frontage: Medium



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



Street Widths: Medium



Open Space Focus: Open Space Focus



Car Parking Provision: On-street



SuDS Focus: Swales and planting / Permeable surfacing / Green Roofs



We recommend...

- Low to medium densities appropriate to the existing site use i.e. leisure and sport
- Consistent building line and active frontages to Raby Road and to the new green link
- Up to four storeys for new developments
- Reuse of the Old Cinema site as a new public green space
- Residential, community and leisure based uses
- Street greening and new primary green link between Raby Road and Clarence Road
- Generous street set back to Raby Road to encourage public space and landscaping opportunities
- Use of swales and planting to pocket parks, permeable surfaces to car parking area and hardstanding, green roofs to new development

We recommend that you avoid...

- High density development
- Taller buildings to Raby Road
- Inward looking development or extensive surface car parking open to Raby Road
- Street setback less than 10m to Raby Road

Middleton Grange

A reinvented shopping centre with a more diverse set of civic uses and improved, public spaces which provide a safe and accessible experience for all.

Context

The Middleton Grange site context is driven by existing primary use as a retail and civic hub, with the character area defined as a primary town centre site, with opportunities to reinvigorate the existing shopping centre cluster, heritage assets to the periphery of the site and Victory Square as a primary town centre public space.



Movement

Encourage improved access to Church Street via a dedicated pedestrianised crossing point (M1), with defined outward looking streetscapes to improve wayfinding along York Road, Park Road, Stockton Street, and Victoria Road. Vehicular and pedestrian permeability as and when required for secondary pedestrian and vehicular service access via periphery roads and enhanced pedestrian links through Middleton Grange connecting Park Road with Victoria Road.



Nature

Encouraged greening to peripheral streets to emphasise outward looking streetscapes. Enhanced public realm to Victory Square with focus on improving and encouraging biodiversity and encouraged use of existing green space, linked to primary green link enhancements to Victoria Road.



Built Form

Opportunities to consolidate the permeable nature of the wider Middleton Grange block, with outward looking active frontages (B1) encouraged to the primary periphery roads and inward looking service spaces pushed to the centre of the site or consideration for a new centralised public space. New development informed by low rise high street vernacular to York Road, two to three storeys, with opportunities for additional height moving away from York Road toward Stockton Street, with three to four storeys to the centre of the site and up to five or six storeys to the east of the site in keeping with Hartlepool College. Opportunity to provide an urban marker to the entry point of Middleton Grange to the north east corner of the site (B2). New development to the north of the site to be informed by existing heritage assets along Victoria Road, with consideration of articulated red brick facades an appropriate and welcome response.



Public Space

Encourage the celebration and activation of Victory Square as a thriving town centre urban square with enhancements to existing facades along Victoria Road (P1). Opportunity for new public space as a focal point to the Middleton Grange shopping centre to the north east corner of the site in tandem with a new enhanced pedestrian crossing.



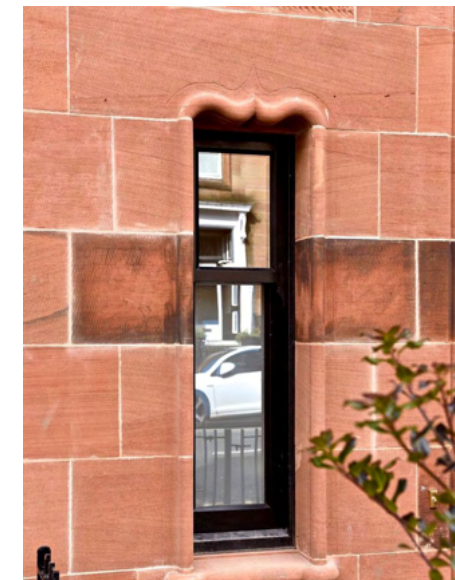
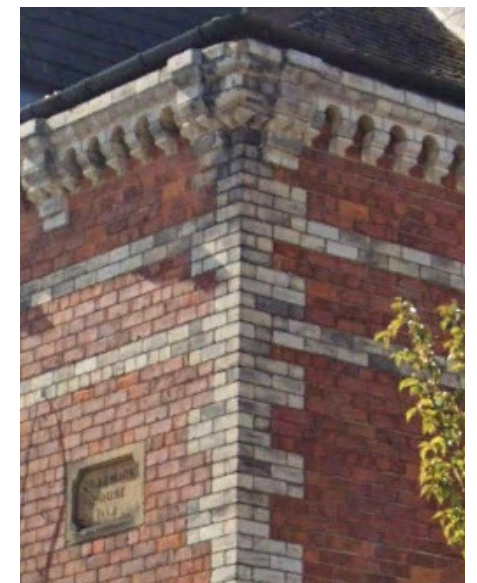
Use

Focus on redevelopment of Middleton Grange's existing retail and civic uses, with support for complementary leisure uses to periphery to encourage activity.








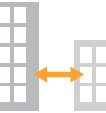





Identity and Materials

Establish Middleton Grange as an attractive, outward looking, and active commercial centre for Hartlepool. Aesthetic to be informed by existing site context, with use of high quality materials which reflect the adjacent heritage assets such as the Hartlepool Cooperative Society, Grand Hotel and Wesley Chapel buildings where possible. Consider activation of blank facades where possible with artwork and lightscapes which further celebrate the town and provide opportunities for wayfinding and public enjoyment (ID1).



Design Parameters

-  **Area Type:** Local centre
-  **Density:** Medium / High
-  **Storey Heights:** Low / Medium (1-6 Storeys)
-  **Plot Ratio:** Medium / High (1.0 - 2.0)
-  **Building Line:** High (>60%)
-  **Active Frontage:** High
-  **Street Set Back:** Medium / Loose (1-6m)
-  **Street Widths:** Narrow / Medium
-  **Open Space Focus:** Pocket parks / Communal gathering
-  **Car Parking Provision:** Decked or MSCP
-  **SuDS Focus:** Swales and planting / Permeable surfacing / Green roofs



✓ We recommend...

- Positive outward looking development with active frontages, consolidating the existing permeable nature of the Middleton Grange block
- Up to three storeys for new developments to the west of the site, rising to up to six storeys to the east of the site
- New public routes connecting the town centre to the site and across the site, with public space opportunities
- Medium to high density development in keeping with existing site context
- Highly activated facades with consistent building lines where possible
- Use of decked or MSCP car parking to facilitate high density development
- Use of swales and planting to pocket parks, permeable surfaces to car parking area and hardstanding, green roofs to new development
- Retail, leisure and civic uses

✗ We recommend that you avoid...

- Inward looking development, blank facades or extensive surface car parking open to the periphery of the site
- Service routes and loading areas compromising public access to the site and new development

Creative Industries Cluster

Reinforced and expanded centre for Hartlepool's education and creative industries with space for independent business, visitors and residents.

Context

Strong existing urban identity along Church Street with good quality public realm and a number of high quality heritage assets including the Hartlepool Art Gallery church building which provides a natural terminus and wayfinding marker. The historic site grid could be reinforced with primary routes along Church Street, Lynn Street and Whitby Street, and secondary and tertiary links to service yards and back of house areas.



Movement

Prioritise pedestrian access along Church Street to create a vibrant and active streetscape with secondary links to Lynn Street and Whitby Street connecting the Creative Industries Cluster to the marina, Middleton Grange and coast (M1). Improve connections to the train station with the north of the site toward the marina via a new pedestrian footbridge.



Nature

Opportunities for increased greening to Church Street and secondary streets to enhance quality of streetscape and encourage pedestrian movement. Consideration for SuDS to improve street drainage to hard landscaping and road network via green streetscapes. Opportunity to soften streetscapes and edge of building plots to peripheral and connecting streets with widened pedestrian paths and enhanced tree and vegetation planting (N1).



Built Form

New development to be informed by existing site context and high street vernacular along primary streets, three to four storeys. Building heights reduced towards south and east periphery of site to account for adjacent residential developments.

Built form of new development to consider and protect key landmarks and site corridors, including views to the Hartlepool Art Gallery along Church Street. Encourage active frontages along Church Street and leading into both Lynn and Whitby Street to facilitate site wide activity and integration (B1).

Public Space

Facilitate high quality streetscapes along primary and secondary pedestrian routes, with additional opportunities for new active public event spaces to the heart of the site to activate secondary pedestrian routes and encourage exploration with public realm improvements to the Hartlepool Art Gallery and College.

Use

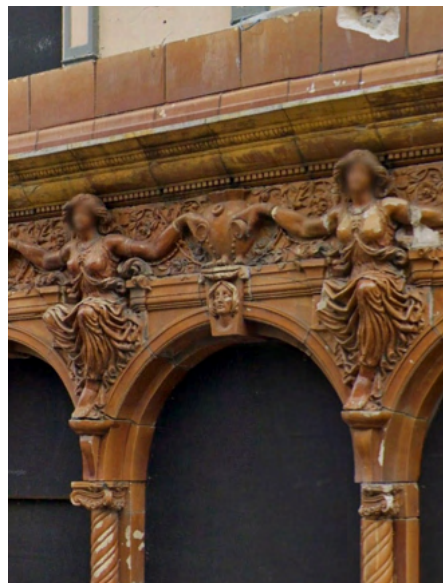
Focus on independent business and retail complementing existing site use, anchored by Church Street and neighbouring streets, with a balanced consideration of both daytime and nighttime economy. Opportunities for education and creative industry use complementing and linking the existing Northern School of Art, Northern Studios and Hartlepool College.

Opportunities for new high quality mid density residential development to southern and eastern periphery of site tying into existing clusters on Huckelhoven Way and Mainsford Terrace.








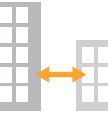





Identity and Materials

High quality high street townscape vernacular informed by existing buildings along Church Street with inviting shopfront at street level, and historic character of individual buildings within site boundary including The BIS building. Gateway points to Hartlepool Station and marina encouraged by wayfinding strategy improvements influenced by strong identity of existing arched street markers (ID1).



Design Parameters

-  **Area Type:** Local centre
-  **Density:** Medium / High
-  **Storey Heights:** Low / Medium (1-4 Storeys)
-  **Plot Ratio:** Medium / High (1.0 - 2.0)
-  **Building Line:** High (>60%)
-  **Active Frontage:** High
-  **Street Set Back:** Medium (1-3m)
-  **Street Widths:** Narrow / Medium
-  **Open Space Focus:** Pocket parks
-  **Car Parking Provision:** On-street / Off-street
-  **SuDS Focus:** Swales and planting / Permeable surfacing / Green roofs



✓ We recommend...

- Celebration of the existing heritage assets on site with the use of brick and stone and articulated detailing
- Glazed active frontages to the primary routes through the site, making use of colour and signage to encourage identity
- Strong consistent building lines to primary routes
- Up to four storeys for new development
- Medium street set backs up to 3m to foster high street identity of Church Street
- Street greening along primary and secondary routes with pocket parks to encourage flow through and exploration of site
- A mix of on street and off street parking where applicable
- Use of swales and planting to pocket parks, permeable surfaces to car parking area and hardstanding, green roofs to new development
- Live work opportunities and meanwhile / temporary uses

✗ We recommend that you avoid...

- Developments significantly taller than the current site context
- Materials which do not complement the current streetscapes within the Creative Industries Cluster i.e. extensive use of glass, timber
- Inward looking development or blank facades to primary and secondary routes

Town to the Sea

New connectivity and public realm links with supporting residential development - helping to reinforce the connection between the town and the sea.

Context

The Town to the Sea site context is driven by the existing residential clusters to the north of the site, green links to the south, and expansive views over the North Sea coastline to the east. The tight historic grain of the Old Town has been eroded over time giving way to isolated small residential clusters and open green space.

Emerging development grain to take advantage of views to the sea and links to biodiversity corridors and green pedestrian routes which reconnect the area with the centre of Hartlepool. The site is traditionally isolated from the town west of the site due to the location of the rail line.



Movement

Opportunity to develop a new pedestrian link across the rail line via Mainsforth Terrace to further unlock site for residential use (M1), with a new pedestrian or vehicular link across the rail line via Church Street connecting to Fleet Avenue (M2). Consider potential secondary pedestrian links across rail line within site to promote pedestrian movement and development of nature trails

Enhanced pedestrian and cycle networks along site and coastal path to encourage sustainable active movement and support residential development, whilst strengthening pedestrian links to the marina and tie in to the Urban Village site.

Opportunity for new vehicular access to the site via Mainsforth Terrace or Coronation Drive which could further connect to Maritime Avenue with new bridge links over rail line, and continuation of Maritime Avenue to further unlock development opportunities to the heart of the site (M3).



Nature

Encourage enhanced green links across the site with focus on biodiversity and rewilding to the waterfront (N1). Sustainable drainage zones to support new residential development with consideration for floor management interventions along coastal route.



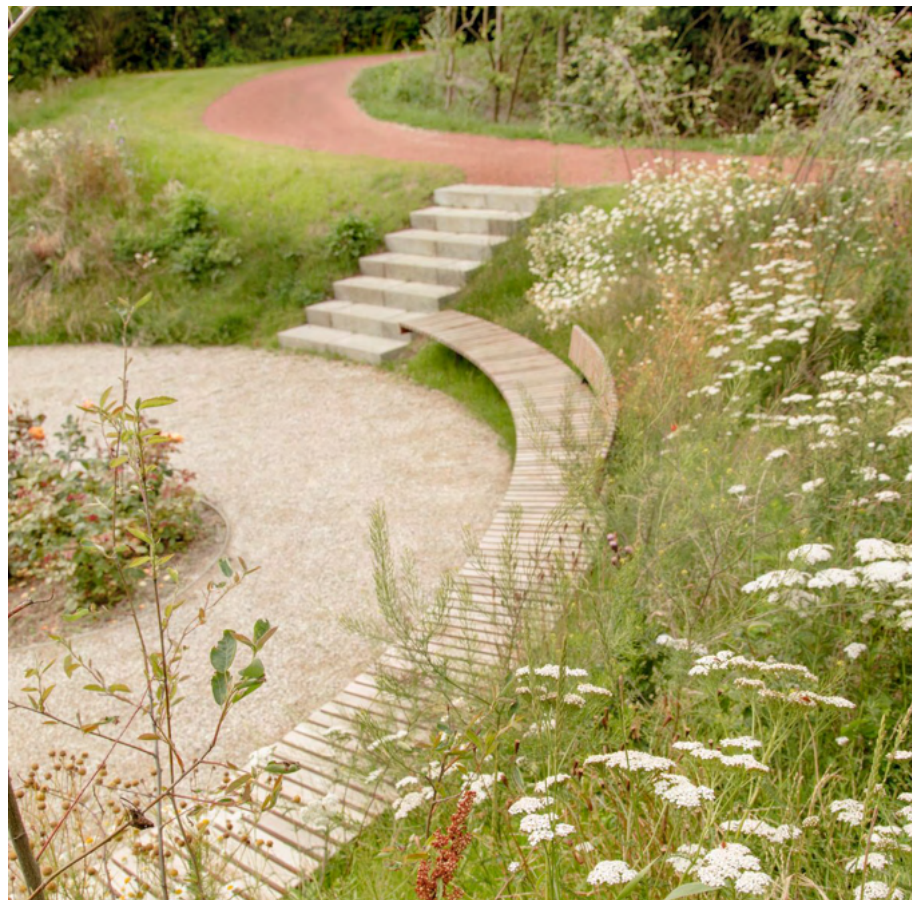
Built Form

New development to be informed by existing vernacular to the Town to the Sea site, with high quality residential development, six storeys to the north of the site, two to three storeys to the south. Suitable development opportunities for a mixture of multi storey terraced townhouses and low to mid density outward facing apartment blocks, emphasising views to the sea and access to open green space and routes.



Public Space

Encouraged creation of nature trails alongside primary green links with opportunities for pocket parks and play spaces to complement residential development. Enhanced coastal path to encourage sustainable active movement and support residential development with consideration and careful integration of flood management interventions (P1).



Use

Focus on high quality, low to mid density residential development. Enhanced public realm opportunities which complement the development of a prominent biodiversity corridor throughout the site.



Identity and Materials

Strong coastal identity reinforced by existing developments on site. Encouraged use of robust and high quality materials including brick and stone, with reference to maritime heritage of site. Use of natural materials as complementary features to improved green space and waterfront sites. High quality landscaping to green links to encourage pedestrian use.



Design Parameters



Area Type: Suburbs



Density: Medium



Storey Heights: Low / Medium (1-6m)



Plot Ratio: Medium (1.0)



Building Line: Low / Medium (40-60%)



Active Frontage: Low



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



Street Widths: Narrow / Medium



Open Space Focus: Activity / Play / Nature



Car Parking Provision: On-street / Off-street



SuDS Focus: Reedbeds and wetlands / Swales and planting



 **We recommend...**

- A focus on high quality housing which optimises views and green links to the coast
- Increased opportunities for encouraging biodiversity
- Up to six storeys for new development to the north of the site, up to three storeys to the south of the site
- High quality materials such as brick and stone and detailing which celebrates the maritime character of the site
- Secure private frontages to residential development, loose building line to allow for secondary and tertiary access routes and green space
- A mix of on street and off street parking where applicable
- Use of reedbeds and wetlands incorporated into wider landscape for sustainable drainage, with swales and planting to secondary and tertiary residential streets, and permeable surfaces to car parking area and hardstanding

 **We recommend that you avoid...**

- Excessively tall or high density development which blocks views or public access to the coast

Urban Village

A new mixed use development around the station, creating new homes and employment space around easy connections to the Marina.

Context

The site enjoys a strong maritime and waterfront identity with close proximity to the marina and the National Museum of the Royal Navy Hartlepool. The urban grain is defined primarily by large scale, low density blocks with extensive surface car parking, and clear open space to the north and south of Maritime Avenue.



Movement

Encourage new pedestrian link from Church Street and train station to Urban Village site with new bridge crossing development (M1). Promote a primary pedestrian link running north to south connecting the marina with the Creative Industries Cluster, with opportunities for east to west secondary routes establishing a finer, contemporary village grain (M2). Opportunities to integrate new cycle routes via the NCN 14 Cycle Route through the heart of the site and toward the town centre and Town to the Sea residential cluster adjacent to secondary pedestrian links.



Nature

Encourage greening to new streetscapes and primary pedestrian links, with tree and vegetation planting along primary boulevard leading to the marina. Opportunities to introduce landscaped biodiversity pockets to new public spaces (N1).



Built Form

New development to be informed by existing heritage assets on site, four to five storeys typically with additional height possible for high quality development to key central nodes within site to promote wayfinding. Higher densities and tighter street grain to secondary routes supported to promote higher quantum of residential development, terraced mews developments encouraged with active, outward facing commercial frontages where possible (B1).



Public Space

Improvements to existing public space along marina edge and Tall Ships Park. Encouraged development of a new public square as a gateway to the town linking the marina with the train station and town centre (P1). Character of public space could take inspiration from the maritime character of the site.



Use

Focus on high quality, mid to low rise mixed use development facilitating both residential and commercial/hospitality uses. Outward looking active frontages along primary and secondary pedestrian links, connecting to new public spaces which encourage discovery and exploration of finer grain site.



Identity and Materials

Encouraged development of a high quality, contemporary urban village with references to the historic maritime character of the site and current marine context. Encouraged use of robust and high quality materials including brick and stone, with reference to maritime heritage of site. Use of natural materials as complementary features to improved green space and waterfront sites. High quality landscaping to green links to encourage pedestrian use.



Design Parameters



Area Type: Urban neighbourhood



Density: Medium / High



Storey Heights: Medium (3-6 Storeys)



Plot Ratio: Medium / High (1.0 - 2.0+)



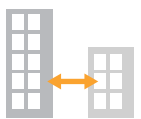
Building Line: High (>60%)



Active Frontage: High



Street Set Back: Tight / Medium (0-3m)



Street Widths: Medium



Open Space Focus: Pocket parks / activity space / Communal gathering



Car Parking Provision: On-street / Off-street



SuDS Focus: Swales and planting / Rainwater capture



✓ We recommend...

- Up to five storeys for new development
- Creation of a tighter urban grain to reflect the Urban Village identity of the site with medium to high density development
- Celebration of the existing heritage assets on site with the use of brick and stone and articulated detailing
- Glazed active frontages to the primary routes through the site, making use of colour and signage to encourage identity
- Tighter street set backs up to 3m to foster high quality urban village identity
- Street greening along primary and secondary routes with pocket parks to encourage flow through and exploration of site
- A mix of on street and off street parking where applicable
- Use of swales and planting to pocket parks, rainwater capture for urban residential development

✗ We recommend that you avoid...

- Excessively tall or high density development which blocks views or public access to the marina
- Development which prohibits access to the rail station, Creative Industries Cluster or Town to the Sea sites
- Inward looking development, blank facades or extensive surface car parking

Oakesway Growth

High quality, sustainable employment sites, focused around advanced manufacturing and light industrial uses in a high quality and biodiverse landscape setting.

Context

The existing site context is defined primarily by large scale industrial units on site (C1), with periphery clusters of residential development. The character area can be defined as an industrial or business, science, and retail park typology, drawing upon the existing but limited context.



Movement

A primary route along Oakesway to be emphasised (M1), with key gateway nodes established along Winterbottom Avenue and Skerne Road (M2) utilising signage, artwork opportunities. Promote a secondary street network to encourage mixed density of development but articulate key active frontages for overlooking and activity.

Creation of cycle and pedestrian links adjacent to primary vehicular route with opportunities to connect to National Cycle Route 14 and the town centre and coast. Promote a tertiary vehicular network for primary access points to development and service corridors as required. Creation of a formalised pedestrian and cycle connection to the east via the rail bridge and Ainderby Walk would be encouraged as would a cycle route through the site alongside Oakesway.



Nature

Grey to green principles applied along Oakesway, emphasised along pedestrian and cycle streetscape employing opportunities for sustainable drainage zones, i.e. swales and rain gardens, tree lined streets. Enhancement and retention of existing green corridors along Winterbottom Avenue, Skerne Road and the rail line to the east of the site to encourage and provide continuous access for biodiversity. Promote a new woodland edge to the south east of the site to help separate the residential with industrial and provide biodiversity improvement opportunities (N1).



Built Form

Plot coverage to mimic principles established by existing blocks and site density i.e. opportunities for large scale, two to three storey blocks, relatively low to medium density coverage. Service zones to rear of development where possible, set backs from primary and secondary access routes to provide opportunities for green streetscapes. Car parking to site behind green streetscapes where possible.



Public Space

Making use of green streetscape opportunities to provide pedestrian access, with opportunities for pocket parks or miniature nature trails along Oakesway and into secondary access routes leading to town centre and coast. Focus on built development as opposed to public space at Oakesway. Developments should consider opportunities to create external spaces that support employee's wellbeing.



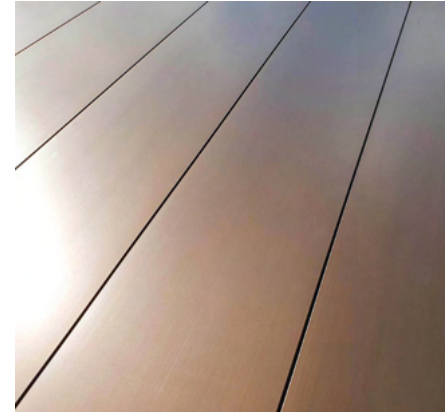
Use

Encouraged active development of industrial, business, and science park usage. Promote active frontage along primary and secondary access routes where possible.



Identity and Materials

High quality business park vernacular, with landscape to drive quality, building palettes to be simple and suitable for building use as per existing development. There is a need for improved wayfinding and branding of Oakesway with potential for improved gateways.



Design Parameters



Area Type: Business or Science Parks



Density: Low / Medium



Storey Heights: Low (≤ 2 Storeys)



Plot Ratio: Medium (1.0)



Building Line: Medium (40-60%)



Active Frontage: Medium



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



Street Widths: Wide



Open Space Focus: Pocket Parks / Nature Space



Car Parking Provision: Off-street



SuDS Focus: Basins and ponds / Reedbeds and wetlands / Swales and planting



 We recommend...

- Use of high quality but simple material palettes reflective of a business park environment
- Up to three storeys for new development
- Low to medium densities in keeping with existing development on site
- Active, outward looking facades where possible
- Street greening along primary and secondary routes to encourage pedestrian movement
- Off-street parking to secondary/back of house areas where possible
- Use of basins, ponds, reedbeds, and wetlands incorporated into wider landscape for sustainable drainage, with swales and planting to green links, and permeable surfaces to car parking area and hardstanding

 We recommend that you avoid...

- Extensive surface car parking directly adjacent to primary routes where possible
- Development of complex street networks which do not link at either end to other streets

Queens Meadow Growth

High quality, sustainable employment sites, focused around advanced manufacturing and light industrial uses in a high quality and biodiverse landscape setting.

Context

The existing site context is defined primarily by large scale industrial units on site, with periphery cluster of residential development to the north of Stockton Road and open green space to edge of southern site boundary. The character area can be defined as industrial or business, science, and retail park typology, drawing upon its existing but limited context.



Movement

Primary circular route accessed via Stockton Road encouraged, with emphasis on existing access road utilising signage, artwork opportunities (M1). Additional opportunity for secondary access route via High Street to further unlock adjacent western site (M2). Secondary street network to encourage mixed density of development but articulating key active frontages for overlooking and activity.



Nature

Grey to green principles applied along primary circular routes, emphasised along pedestrian and cycle streetscape employing opportunities for sustainable drainage zones, i.e. swales and rain gardens, tree lined streets. A new woodland edge to the south and east of the site would define the Queens Meadow site boundary and provide biodiversity improvement opportunities (N1).



Built Form

Plot coverage to mimic principles established by existing blocks and site density i.e. opportunities for large scale, two to three storey blocks, relatively low to medium density coverage. Service zones to rear of development where possible, set backs from primary and secondary access routes to provide opportunities for green streetscapes. Car parking to site behind green streetscapes where possible.

Public Space

Making use of green streetscape opportunities to provide pedestrian access, with opportunities for pocket parks or miniature nature trails along circular access route for localised business park use. Focus on built development as opposed to public space at Queens Meadow. Developments should consider opportunities to create external spaces that support employee's wellbeing.

Use

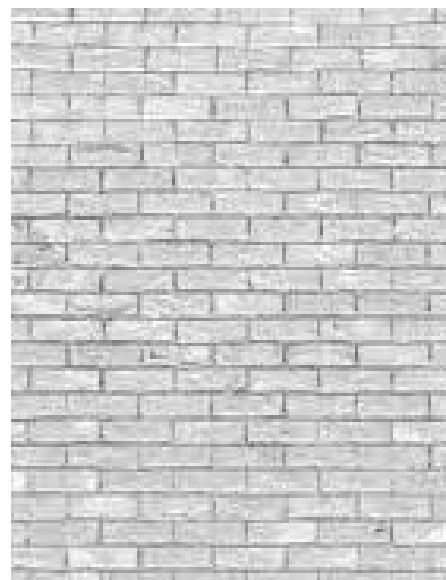
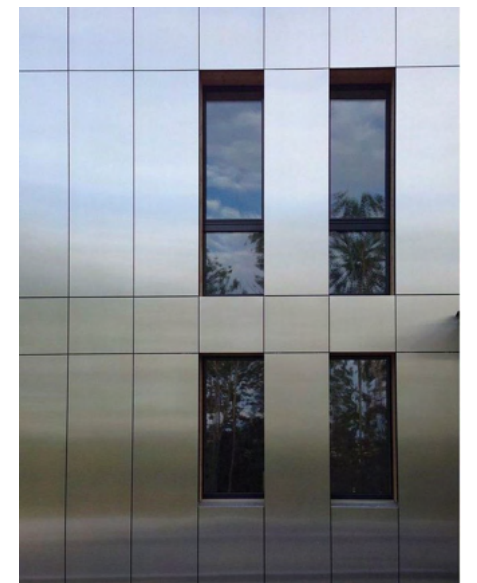
Encourage active development of industrial, business, and science park usage. Promote active frontage along primary and secondary access routes where possible.

Alternative development such as residential (where appropriate) (U1) will be welcomed where it will support the wider delivery of the industrial estate.








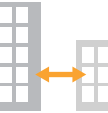





Identity and Materials

High quality business park vernacular, with landscape to drive quality. Building palettes to be simple and suitable for building use as per existing developments. There is a need for improved wayfinding and branding of Queens Meadow with potential for improved gateways.



Design Parameters

-  **Area Type:** Business or Science Parks
-  **Density:** Low / Medium
-  **Storey Heights:** Low (≤ 2 Storeys)
-  **Plot Ratio:** Medium (1.0)
-  **Building Line:** Medium (40-60%)
-  **Active Frontage:** Medium
-  **Street Set Back:** Loose / Generous (3-6m+)
-  **Street Widths:** Wide
-  **Open Space Focus:** Pocket parks / Nature space
-  **Car Parking Provision:** Off-street
-  **SuDS Focus:** Basins and ponds / Reedbeds and wetlands / Swales and planting



 We recommend...

- Use of high quality but simple material palettes reflective of a business park environment
- Up to three storeys for new development
- Low to medium densities in keeping with existing development on site
- Active, outward looking facades where possible
- Street greening along primary and secondary routes to encourage pedestrian movement
- Off-street parking to secondary/back of house areas where possible
- Use of basins, ponds, reedbeds, and wetlands incorporated into wider landscape for sustainable drainage, with swales and planting to green links, and permeable surfaces to car parking area and hardstanding

 We recommend that you avoid...

- Extensive surface car parking directly adjacent to primary routes where possible
- Development of complex street networks which do not link at either end to other streets

Way Forward

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

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

To discuss any aspect of this Design Code or for further information, please contact us at
HDCplanning@teesvalley-ca.gov.uk

