

South Tyneside

Urban Design Framework



South Tyneside Council

Photographs on Front Page (from top to bottom and left to right)

1. Customs House, Mill Dam
2. Quadrus Centre, Boldon
3. Market Square, South Shields
4. Monkton Dene Park, Jarrow
5. Metro Station, East Boldon
6. The Lawe Top, South Shields
7. Cleadon Hills
8. Lodge at Whitburn Hall
9. The Leas

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Acknowledgements





South Tyneside Council

How to use the Urban Design Framework

How to use the Urban Design Framework

This Urban Design Framework provides urban design guidance for South Tyneside and is sensitive to the variety in the built and natural environment across the Borough. The Framework assists developers, applicants, local communities, the Councils' Members and Officers and other agencies by providing guidance on achieving a high quality of urban design.

The document provides two broad types of guidance. **Best Practice Principles**, which establish urban design principles and are relevant to all areas of the Borough. **Character Area Guidelines**, apply in addition to the Best Practice Principles and give distinct and tailored guidance to the different character areas across the Borough. This guidance can be found in the **Design Code** section of the Framework.

At the heart of the Framework is the **Character Areas Plan** which forms the basis of the design guidance. Through reference to the plan and the guidance that flows from it, users of the Framework can understand the character of the different parts of the Borough and the guidance and principles that are relevant when developing proposals for sites and opportunities within them. In some cases guidance for more than one character area may need to be referred to. In these instances the Character Area Plan refers to Principal and Secondary Character Areas.

Strategic design issues and broad character area descriptions are included in the **Urban Design Strategy** section of the Framework.

The Framework contains two matrices which are also valuable reference points. The **Urban Design Character Area** matrix reviews each of the Character Areas against key urban design principles. The **Strengths Weaknesses Opportunities and Constraints (SWOC)** matrix assesses each Character Area in this respect.

The **Implementation** section contains guidance on the preparation of a **Design Statement**. When submitting planning applications a Design Statement may be required to demonstrate how a particular design solution has been developed and informed. With reference to the Framework, applicants will need to show how the Best Practice Principles and Character Area Guidelines have been considered.

Section I

Executive summary

Section I - Executive summary



Westoe Crown Village



Front Street, East Boldon

1.1 Vision

The vision for the Borough is to achieve “a better future for South Tyneside’s people”. To deliver a better future, one of our big challenges is to make South Tyneside a place where people choose to live, work and visit. This means developing new and exciting buildings and places whilst preserving the best of our natural landscapes and built heritage. Urban design is a key aspect of this.

The Urban Design Framework for South Tyneside reflects the fine heritage and intrinsic landscape of river, coast and countryside in a widespread commitment to improve the quality of the natural and built environment. As part of an overall regeneration programme for the Borough, the aim is to create a special place, in overall terms, and many special places in the different localities. The vision is one where a series of quality places are created and thus the overall Borough becomes a place of delight.

The UDF will provide a framework to help realise the Council’s ambitious transformation agenda as set out in **South Tyneside Community Strategy**, relevant objectives include A4/2 - Improve design quality and A4/4 - Protect and improve the historic environment.

The UDF will contribute to the economic, social and environmental transformation of the Borough by taking forward the vision of **South Tyneside’s Regeneration Strategy - Transforming Together**, which was approved by the Local Strategic Partnership in 2004. This strategy pulls together the relevant strands of South Tyneside’s Transformation plan - From Ordinary to Extraordinary and the Community Strategy. Theme 3 of the Regeneration Strategy - Expressing the South Tyneside Vision Through Urban Design demonstrates the commitment of the Council and it’s partners to the benefits of good urban design.

The TyneWear Partnership, of which the Council is a partner, acts as a focal point for the economic development and regeneration of the Tyne and Wear region, **Leading the Way - The Tyne and Wear Economic Strategy** is built around four key themes and five core values. High quality urban design is one of the TWP core values; the UDF will support the strategy by influencing the planning and design of key regeneration initiatives in South Tyneside.

1.2 Aims

The purpose of the South Tyneside Urban Design Framework is to help developers, applicants, local communities, the Councils’ Members and Officers and other agencies with guidance on achieving a high quality of urban design in developing and restoring the many urban and rural areas across the Borough.

Section I - Executive summary

1.3 Overview

This Urban Design Framework is designed to:

- Provide design policy and guidance for the differing areas of the Borough; the guidance varying according to the nature of the locality,
- Produce comprehensive coverage in the application of the policy so that South Tyneside as a whole becomes an exemplar in best practice in urban design,
- Address specific areas of change, notably the town centres and the regeneration of waterside sites.

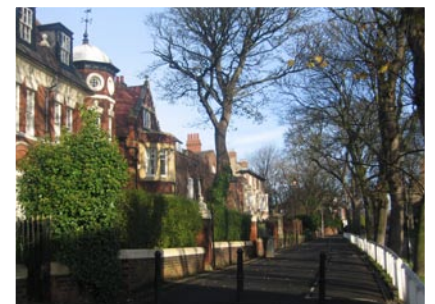
Chapter 2, Introduction, outlines the role of urban design and the purpose of the Framework. This includes a brief review of who is involved in urban design as well as key aspects. An overview of the national planning policy context as well as the emerging Local Development Framework process is also given. In addition a review of the study process and consultation events which have been undertaken during the course of the preparation of the Framework is provided.

Chapter 3, Urban Design Strategy, sets the context by describing the objectives of the Framework and the character of the Borough.

Detailed studies of South Tyneside have resulted in the need for a system of categorisation for the production of urban design guidance.



Conversation Piece, Littlehaven



Westoe Village Conservation Area



The Leas



Section I - Executive summary

Chapter 4, The Design Code, provides best practice and character specific urban design guidance relating to the Borough.

Urban design guidance is provided under two headings:

- **Best Practice Principles:** These are principles for use at a local scale, but which are seen to be of recurrent relevance throughout the Borough.
- **Character Area Guidelines:** these relate to each character area and are of distinct local relevance. This includes Borough wide character areas such as main roads and metro lines.

Chapter 5, Implementation Tool Kit, sets out a range of approaches to assist in the implementation of the design policy and guidance. These include:

- **Design Statements:** setting out their coverage and use;
- **Urban Design Review Committee:** to ensure all public works as well as private development projects contribute to the creation of a high quality urban environment;
- **Future Guidance:** defining strategies, frameworks, masterplans, design briefs, how these relate to the new development plan system; and
- **Further Reading:** listing key documents and guidance.

Section 2

Introduction

Section 2 - Introduction



Monkton Dene Park, Jarrow



The Lawe Top, South Shields

2.1 Urban Design – What is it?

The Lawe Top, Monkton and Whitburn villages: across South Tyneside there are areas of town, village, suburb, waterside, open space, street and square that have a character, quality and distinctiveness which we all recognise and love.

Urban design is the art of creating places that have that special quality, both in the new and in the regeneration of the old.

There is a renewed commitment led by the Government to create quality places and stop the monotonous, repetitive, dull developments of the last fifty years or so that have begun to dominate the character of our villages, towns and cities. This commitment to urban design is being embedded in planning and regeneration policy at a national level through planning policy guidance and the research and action of such organisations as the Commission for Architecture and the Built Environment (CABE). At the local level Councils are beginning to interpret and implement these policies with the principal aim of raising the quality of the natural and built environment.

This Urban Design Framework is one example of how design quality can be raised and placed at the heart of the development process.

2.2 The Importance of Urban Design

2.2.1 The Urban Design Framework and its outreach

The Urban Design Framework seeks to:

- Reach out to all those likely to be affected; communities, developers, regeneration agencies and the Council itself;
- Be concerned not only with the statutory planning process of the Council, but also into allied areas of activity; social and physical infrastructure improvement and development; landscape, open space and street design and maintenance; town centre and housing management, regeneration and sustainable development, for example;
- Cover both urban design policy and guidance and how the policy can be implemented.

Section 2 - Introduction

2.2.2 Who is involved in Urban Design?

In a word, 'everyone'. The processes of urban design involve local authorities, regeneration agencies, developers and all the development professions (planners, architects, landscape architects, engineers, chartered surveyors and environmentalists for example). Above all, the processes should include the communities of an area; the authorities and developers working with them.

An important first step is to make urban design an integral part of planning policy and of its implementation.

Secondly, there is a strong duty of responsibility through the implementation of public sector investment plans (schools, health service, social housing, public realm works etc.) for the Council to set the standards in terms of urban design.

2.2.3 Key Issues

In adopting the approach set out in the Framework, the Council recognises:

- The economic and social importance of creating attractive places for local people, investors and in the competitive positioning of the Borough;
- That inspirational and achievable visions and roles for the town centres, riverside, coast, commercial and industrial sites, housing areas, estates and villages are required;
- The need for strong links into related areas of public and private investment; regeneration, education, health, tourism, town centres for example as well as into the infrastructure of roads, railways, public transport and parking and other agendas, sustainable development for example;
- That the industrial and planning history of the Borough has resulted in a high level of severance between areas and uses and that the changing nature of the Borough now provides new opportunities for better linkages between areas and uses and a more cohesive and attractive environment;
- Urban design has been an under valued discipline to date and a new culture is desirable in order to create quality places throughout the Borough.



Section 2 - Introduction

Key Aspects of Good Urban Design

Places for People

For places to be well used and well loved, they must be safe, comfortable, varied and attractive. They also need to be distinctive, and offer variety, choice and fun. Vibrant and successful places offer opportunities for meeting people, playing in the street and watching the world go by.

Enrich the Existing

New development should enrich the qualities of existing urban places. This means encouraging a distinctive response that arises from and complements locally distinctive patterns of development, landscape and culture.

Make Connections

Places need to be easy to get to and move around. Good urban design should promote accessibility and local permeability by making places that connect with each other through, for example, putting people before traffic and integrating land uses and transport.

Public Realm

To promote public spaces and routes that are stimulating, attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people.

Mix Uses and Forms

Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users and social groups. Good urban design should promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs. The waterfront, town centre and other regeneration sites of South Tyneside provide important opportunities.

Work with the Landscape

Places that strike a balance between the natural and man made environment and respond to each site's qualities and resources - the climate, landform, landscape and ecology - to maximise energy conservation and amenity. Here, the river, the coast, the urban fringe and open space corridors are particularly important.

Design for Change

New development needs to be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for energy and resource efficiency; creating flexibility in the use of property, public spaces and the service infrastructure and introducing new approaches to transportation, traffic management and parking.

Key Aspects of Good Building Design

Appearance

The building should demonstrate a high level of architectural ambition. The plans, sections, structural elements, environmental services, materials and detailing should be integral to the overall architectural expression of the building.

Context

The building should make a positive contribution to the character and appearance of its neighbourhood. It should respond to the natural patterns of movement in and around the site, take advantage of potential views and vistas and be orientated to maximise efficiency of energy use.

Sustainability

The building should be constructed using efficient building techniques using materials from sustainable sources. The design should minimise the use of non-renewable energy sources.

Maintenance

The building should be designed to minimise repair, maintenance, energy, and security costs. The design should take account of all estimated costs over the whole life of the building.

Section 2 - Introduction

2.2.4 Planning Policy and Urban Design in South Tyneside

The following section highlights some of the key issues in terms of policy and best practice. This is not an exhaustive regurgitation of policy but rather an overview. A full list of 'Further Reading' is included as a part of this Framework.

National Planning Context

In the last decade urban design and the promotion of good design through the planning system has become a central aspect of the Government's renaissance agenda. In the context of national Government guidance this has been emphasised through the publication of PPS 1 (Planning Policy Statement 1: Delivering Sustainable Development).

"Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning. Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted." PPS 1, paragraphs 33-34

Likewise PPS 12 (Planning Policy Statement 12: Local Development Frameworks) provides a similar emphasis.

"Local development documents relating to specific areas could usefully inform the implementation of strategic design policies by including design policies that relate to local conditions and objectives." PPS 12, paragraph 1.14



Section 2 - Introduction

Local Planning Context

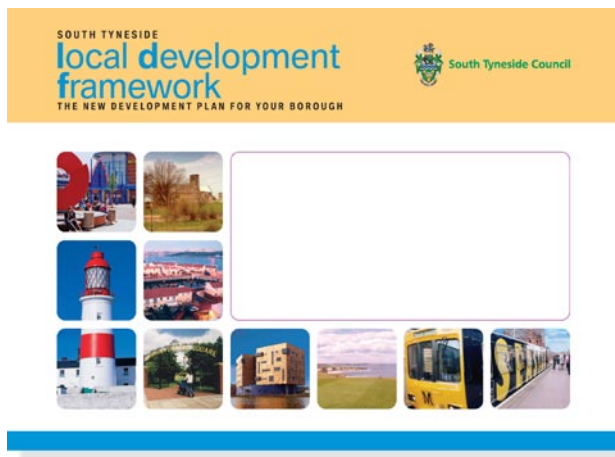
The Local Development Framework (LDF) will be the key element of the Statutory Development Plan for the Borough over the next 10-15 years. This is an important opportunity to integrate urban design into the planning system and influence the quality of our buildings and environment.

This will be achieved in the following ways:

- Firstly, the broad design principles of the Urban Design Framework will form part of the Local Development Framework Core Strategy.
- Secondly, the more detailed policy and design guidance contained within this Framework will form the basis of Supplementary Planning Documents (SPD's) on a variety of urban design issues.

The Local Development Framework will set out the strategy, policies and proposals by which all planning applications for development will be assessed. It will be a blueprint for the economic, social and environmental transformation of the Borough, taking forward the vision of South Tyneside's Regeneration Strategy, and providing the framework for proactively implementing those aims and objectives of the Council's Community Strategy that affect the use of land and buildings. National planning policy and the emerging Regional Spatial Strategy (which forms the upper tier of the Statutory Development Plan for South Tyneside) also influences the Local Development Framework.

In addition as a key background paper to the LDF the Framework will be a key material consideration in the determination of planning applications.



Section 2 - Introduction

2.3 Study Process

2.3.1 Research

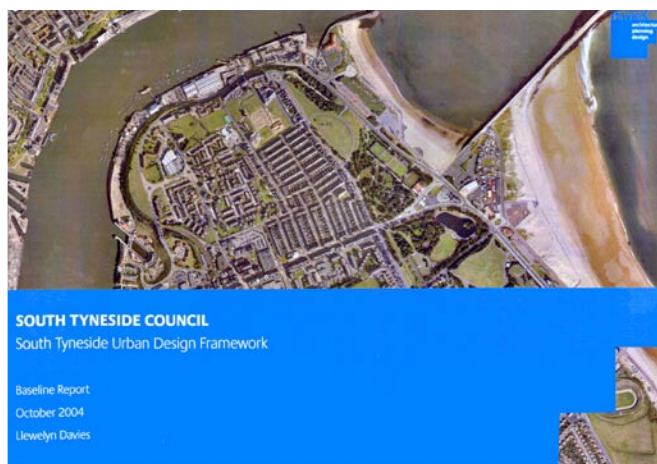
The research background to this report has been extensive. It has encompassed local studies defining development typologies, site and area characteristics right across the Borough of South Tyneside.

At a local level, other studies commissioned by the Council (including 'Transforming the Riverside' and 'South Tyneside's Town Centres'), development proposals and sites, other planning, regeneration and related studies and policies were examined together with the regional policy background.

At a national level, the relevant policy documents of the ODPM were studied and the advice obtained of CABE through discussions, the use of a CABE enabler, and again the study of their policy and research documents of relevance. Internationally, examinations of best practice in the USA and Europe were conducted. The proposed urban design framework is a product of this research.

In September 2004 a Baseline Report was completed which presented the initial findings and research for the Urban Design Framework. The purpose of the Baseline Report was to focus on analysis and research of the following key areas:

- Borough Wide Analysis (land use, landscape, river & water routes and transport & movement)
- Exemplars – Analysis and Opportunities (Hebburn, Biddick Hall, Chichester, Monkton, Whitburn and Boldon Colliery).
- Methodology Development – Design Coding



Section 2 - Introduction



2.3.2 Consultation

As a part of the preparation of this Framework, extensive consultations were held within the Borough at Officer level as well as an initial round of community consultation. A 'Stakeholder' event was also held involving community, development, conservation and professional interest active in the area.

The preparation of the Framework has involved a series of presentations, workshops and events, these are summarised as follows:

- Workshop with Town Centre and Riverside Studies Consultants (March 2004)
- Presentation to Executive Team (April 2004)
- Meetings with Individual Steering Group Members (May 2004)
- Urban Design presence at Council 'Consultation Road Show' (July 2004)
- Presentation to Local Strategic Partnership (July 2004)
- Officer Visioning Workshop (August 2004)
- Presentation to Building Stronger Communities Team (September 2004)
- Presentation of draft Framework to Stakeholders (January 2005)

Section 3

Urban Design Strategy

Section 3 - Urban Design Strategy



Whitburn Village



Housing at Boldon Colliery

3.1 The Character of South Tyneside

South Tyneside MBC is an area largely defined by its geography and industrial history. The eastern boundary is a splendid coastline of beaches, cliffs and open spaces. The River Tyne forms a continuous northern boundary. A rolling rural hinterland southwards contains villages and hamlets of character and quality of a pre-industrial age. This is the geography of an area with an ancient heritage containing artefacts from all periods of English history.

The industrial revolution created massive impacts on this landscape: the river became lined with port, ship building and related uses. Coal mines and mining villages were developed in the rural hinterland and railways were developed to serve these uses and the population that came to work in the new industries. Housing and town centres grew mainly in Victorian times, covering most of the developable land between the river and the mines. These varied in character from places of great civic quality and cultural character to terraces of housing of differing quality.

Since the Second World War, indeed to a certain extent earlier, the traditional industries of the river and mining have been in decline. Post-industrial development forms have taken over, massive housing estates of the 1930s, 50s and 60s, shed development for new service industries and drive-in retail, and redevelopment schemes for housing, retail and other uses. Many of these have not stood the test of time. In addition, extensive roads were constructed across the area.

There is now a post-industrial landscape of an extensive urban area with wasteland and low order development hard by suburbia of both affluence and deprivation. Within this mix, historic town centres and villages are found, each featuring aspects of great quality alongside the awful. Splendid open spaces and parkland feature alongside degraded, underdeveloped or abandoned land. The rural edges vary in a similar way.

Perhaps, from a strategic urban form point of view, there is another very dominant aspect to this great diversity of uses and character. This is that many areas are not well-linked, but islands of development of severed from each other. For example, the riverside areas now suitable for regeneration were once surrounded by walls for industrial security purposes. These were barriers between the river and nearby communities. Similarly, the 1960s housing and industrial estates were planned using forms, particularly cul-de-sac, which allowed few linkages to adjacent areas. The Borough is not a cohesive place in character, functional or social terms. It is too big and too varied for this.

Section 3 - Urban Design Strategy

South Tyneside is an administrative area. In community terms, people identify with particular places: Hebburn, Jarrow, South Shields, Whitburn and the Boldons for example, which hark back to the administrative structures and the geography of the finer grain of local identity which preceded the creation of South Tyneside.

3.2 A New Culture

However great the difficulties may appear, the overall picture is one of opportunity and hope. The best can be conserved and the settings improved, while the worst can be addressed step by step by redevelopment and regeneration, new linkages and a new cohesion across the area can be created. The intrinsic landscape of such quality and character and the many splendid elements of built heritage can be combined with a new and improved development of quality to create an area really worth living in, visiting and investing in.

The vision is therefore one where an overlapping series of quality places are created and thus the overall borough becomes a place of delight. For example, waterfront regeneration can create places offering new leisure, cultural and living conditions in superb sites; routes to those can be forged to allow the town centres and residential communities inland to link through to the riverside. Roads and the 'shed' environment can be given better and stronger landscape edges to contain the negative impact of less attractive uses. Open spaces and the coastline can be defined with new quality development where currently there are raw ugly edges. Redevelopment and rehabilitation of dull and uninviting estates can enhance these areas, their built form, landscape and connectivity. Streets and squares throughout the borough can be redesigned to create both attractive local places and civic spaces of grandeur and enjoyment. And, indeed, much more can be done: quality, identity and linkage being the themes.

This requires a wholehearted commitment to design quality in place making across the Borough. This commitment needs a new culture, shared by communities, the development industry and the public agencies to create quality places in all that is done.



Asda, Boldon



Marsden Old Quarry



Section 3 - Urban Design Strategy

3.3 Character Areas

3.3.1 The need for character areas design guidance

Post 1947 planning has until recently been largely land use/zoning based, and this has been reinforced by a whole range of measures which are land use specific (e.g. residential density; industrial plot ratios; parking and open space standards etc) and have no distinct reference either to particular types of places, for example, outer suburban as against inner area housing locations or to design policies and guidance. It was a 'one size fits all' approach. Yet it is self evident that differing types of area, (riverside, inner Victorian housing area and outlying village for example) require approaches tailored to their specific characteristics.

A new planning approach is now being introduced (Local Development Frameworks etc) which demands attention to local identity. In addition, if South Tyneside is to reinforce and celebrate its very variable urban geography, "from ordinary to extraordinary," such an approach becomes essential and it has to cover all types of area right across the Borough.

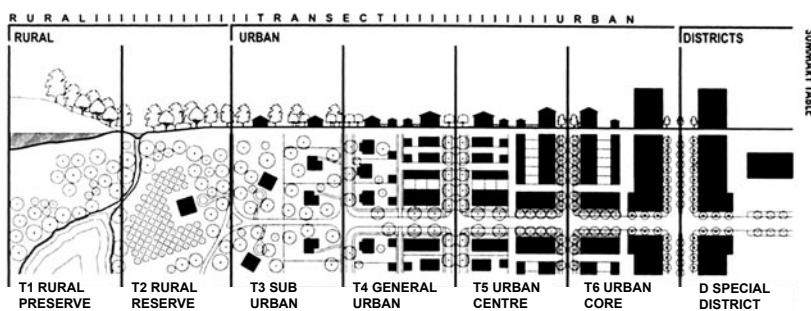
3.3.2 Identification of character areas

It was a singular challenge to find a way of defining urban design policy for the Borough as a whole. There were two starting points. The first was to explore the whole area to determine localities of similar characteristics in their urban/rural form - good and poor qualities - so that we could define a series of 'urban design character areas'.

The second starting point was more theoretical, and involved finding an approach which allowed for appropriate variations in design guidance/policies across or alongside these character areas; for example, a major open area alongside a housing estate, both in need of improvement. Here, the work was assisted by new approaches emerging from the 'New Urbanism' movement in North America. To use the jargon of New Urbanism just once, the actual approach is a transect based design code!. The 'transect' is a cross section of geography from 'wilderness' at one extreme, to 'metropolitan core' at the other. South Tyneside, of course, does not include a 'metropolitan core'; the cross section stops at the urban core, or town centre. This gave a framework for tailoring urban design guidance, for example:

Section 3 - Urban Design Strategy

- A street is more urban than a lane,
- A kerb is more urban than a grass edge
- A brick or stone wall is more urban than a hedgerow
- An avenue of trees is more urban than a copse and
- A Victorian estate differs from a 1960s estate, and both from a 1930s estate, and all from a village.



New Urbanist Transect Approach

3.5 Coding Approach

It was therefore decided to develop specific design codes for each type of character area. These are given later (chapter 4). However, this approach highlighted three other complications:

- National 'best practice' needs to be both referred to and to a degree incorporated while at the same time ensuring the design policy is tailored to South Tyneside. There were elements which were important but which crossed the urban design character areas, for example, the main roads across South Tyneside,
- A very significant amount of guidance applied to most of the urban design character areas; it was necessary to design a coding system which was not massively repetitive
- Certain urban design categories may overlap. For example, in certain parts of the Borough, there are poor edges facing open spaces, school playing fields and the coast. A new 'built edge' fringe of development facing these spaces is desirable: as well as better linkages to the communities behind the open spaces. The landscape of the edges should reflect the open space, using shared surface lanes for access and low timber fences to define the private frontages from the publicly accessible open space.



Section 3 - Urban Design Strategy

Both developers and development control will need to look at the relevant codes where a site crosses more than a single urban design character area.

The organisation of the South Tyneside Design Code described in Chapter 4 was a carefully considered response to these issues.

3.5 The Borough's Character Areas

There are nine general categories of place throughout the Borough, each with its own distinctive character. It is the individual interplay of the relationship between physical elements, i.e. streets, built form, layout, permeability, open spaces etc. within each category that requires a distinct design response.

The categories are:

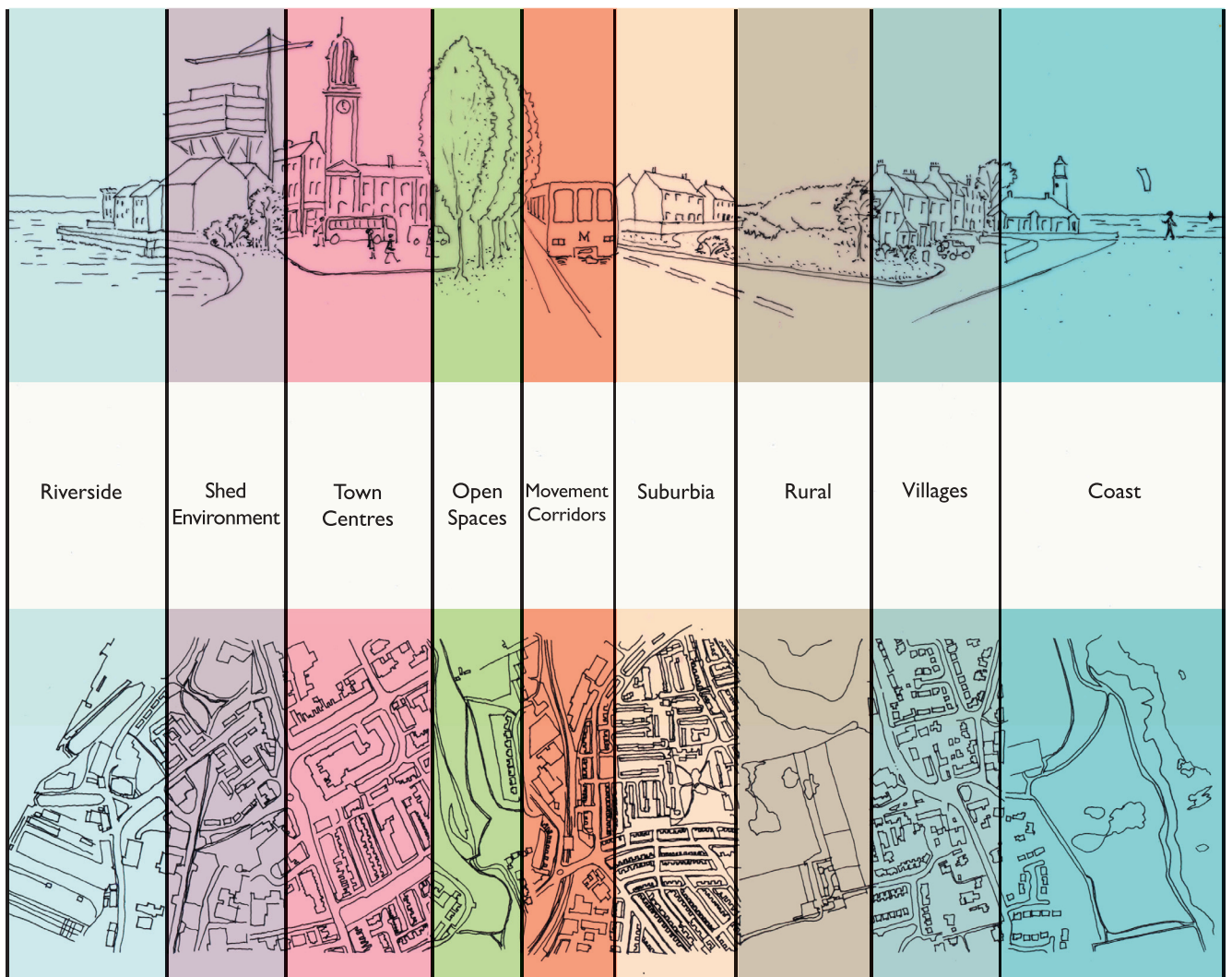
- **Riverside** (specifically from Hebburn to mouth of Tyne)
- **'Shed' Environment** (precise term for industry, commerce and retail uses)
- **Town Centres** (Hebburn, Jarrow and South Shields)
- **Strategic Open Space** (overarching spaces such as the western corridor and local spaces)
- **Movement Corridors** (the main roads and metro system throughout the Borough)
- **Suburbia** (specifically Victorian/Edwardian, Interwar, 1960-70's and recent development)
- **Rural** (the greenbelt fringe)
- **Villages** (of heritage importance and often found in rural areas)
- **Coast** (including the Leas, Sandhaven and Lizard Point)

Section 3 - Urban Design Strategy

3.6 Character Area Overview

These categories do not pretend to provide a definitive, blanket coverage, or consideration of every urban design element within the Borough; but illustrate the variety of urban form, typology and issues that can be found. Also, it should be noted that certain of the character areas need to encompass sub-categories for example the different town centres and the variety of suburban forms.

The remainder of this section provides a description of each character area, in terms of their strengths, weaknesses and opportunity they present. The Urban Design Character Area Matrix further reviews each area based on key urban design principles.

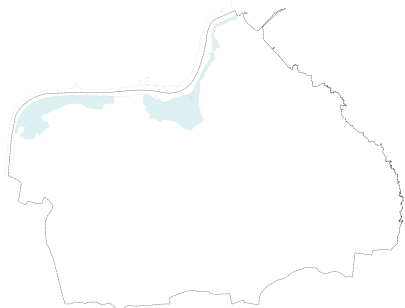


South Tyneside's Character Areas



Section 3 - Urban Design Strategy

RIVERSIDE



3.6.1 Riverside

The towns of Hebburn, Jarrow and South Shields were at one time predominantly industrial settlements making their living from ship-building and port activities. Although many traditional terraces have been demolished, the remaining terraces make a significant contribution to the character of the area.

Today's riverside plays host to parkland and traditional / modern housing at Hebburn, employment and Port of Tyne uses at Jarrow, new housing and cultural heritage at Mill Dam and a mix of housing, employment, cultural and parkland uses at South Shields. This might seem at first glance like an invigorated and diverse riverfront, yet there are still sites for redevelopment. Connectivity between the riverside sites and their inland urban areas has improved over the last 20 years, however in many areas connectivity remains poor, and opportunities for walking along the riverside between one area and another are limited.

There is a strong heritage of docks, wharves and building but the riverside has yet to be celebrated as a place to live, work and play in, as compared with other waterside locations in the UK and elsewhere in the north-east.



Customs House, Mill Dam



Fleet, Market Dock



The juxtaposition of riverside, industry and traditional shipbuilding communities



New marina at Hebburn provides excellent views of active maritime industry

Section 3 - Urban Design Strategy

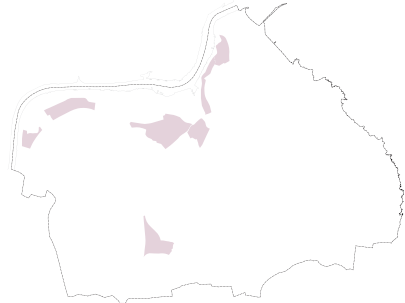
SHED ENVIROMENT

3.6.2 'Shed' Environment

In common with most former industrial areas throughout Britain, redevelopment for non-housing purposes has become dominated by a 'shed environment' whether for manufacturing or service industries or commercial and retail uses. This type of development rarely demonstrate an exceptional level of architectural ambition and often fails to create a high quality public realm. The layout of buildings and spaces tends to a matter of internal functionality, it is rare to see evidence of respect either for the surroundings of the site, in the linkages for pedestrians, access to public transport or the visual impact on the local townscape or landscape character.

However, this situation is beginning to change, recent developments such as the Quadrus Centre at Boldon Business Park clearly demonstrate the benefits of a well considered and imaginative design solution. It is essential that South Tyneside maintains and develops this new approach, in new developments, in redevelopment of older facilities and in defining action over particular 'eyesore' developments.

The tools are contained within the UDF as well as documents such as 'Better Places to Work' a design guide currently being produced by CABE. The design and planning process should always aim to create attractive, safe and accessible development, better architecture, permeable layouts, stronger landscaping and consider how the visual impact of car parking can be minimised for example.



Boldon Business Park

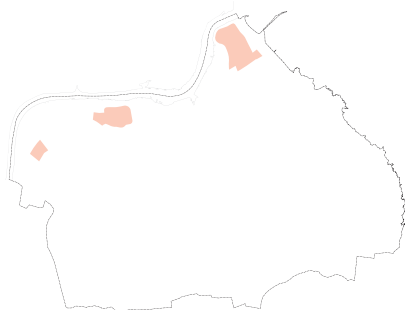


High quality managed office development, Quadrus Centre, Boldon Business Park.



Section 3 - Urban Design Strategy

TOWN CENTRES



3.6.3 Town Centres

South Shields, Hebburn and Jarrow grew up as distinct towns along the river. They still maintain a considerable amount of Victorian buildings and housing.

South Shields Town Centre

South Shields is the largest town; the centre is an intrinsically splendid old town poised in the heart of the tip peninsula between the river and the sea. However, a mixed building heritage includes some mid 20th century horrors and the streetscape is not as coherent and stimulating as it might be. In addition, the approaches and the transition zone around the town centre need considerable long-term design intervention so that the linkages and access (to the river, coast and main roads) are of a quality to express the intrinsically fine character of the centre and the links to the waterside.



Market Square, South Shields



Hebburn Town Centre



Jarrow Town Centre

Jarrow Town Centre

Jarrow town centre lost much of its character in the 1960's. The shopping became focused in the Viking Centre Precinct. Whilst the precinct and its shops are popular and generate a substantial level of daytime activity, Jarrow does suffer from a degree of fragmentation, with a poor interface between the old and new. The precinct offers little in the way of quality urban space; pedestrian links to the nearby station are unattractive. Important facilities notably the library and community centre tend to be segregated from the main shopping area by Morrison's car park. At present Jarrow appears as a successful town centre but lacking quality townscape and imaginative public spaces.

Hebburn Town Centre

Hebburn is a smaller town centre than Jarrow or South Shields. The centre focuses upon a 1960's shopping precinct, which was part of a comprehensive redevelopment scheme, also including high-rise housing blocks and associated community uses. The shopping centre is designed around one central street, creating backs to nearby properties and neighbourhoods. Apart from the access points, the shopping centre acts a barrier to movement between the different parts of the community. Where a local centre should act as a catalyst for activity, bringing the community together, Hebburn centre fails to provide quality public spaces and connections.

Section 3 - Urban Design Strategy

OPEN SPACES

3.6.4 Open Spaces

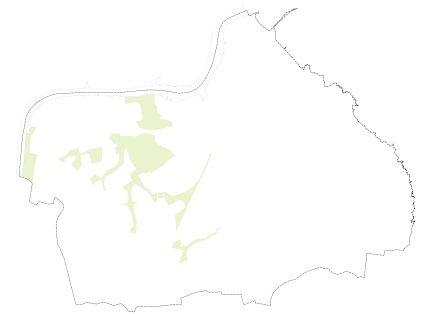
There are two important types of open spaces in South Tyneside:

- Strategic spaces such as the western corridor and Riverside Park in Hebburn
- Local spaces found across the Borough

The Riverside Park runs from the Borough's north-western boundary to the edge of Hebburn Town Centre. This space is unique within the Borough and therefore is of strategic importance, but has weak edges and access points from the town centre and public transport network. The western corridor essentially follows the course of the River Don (including the Calfclose and Monkton Burn arms) and is made up of a series of recreational, but somewhat under-utilised open spaces.

In overall urban design terms, these are important because, despite variations in ownership, use and treatment, each provides a continuum of open space, landscape, visual character and ecology. These great spaces are part of the identity and character of South Tyneside.

The western corridor could be expressed and useable in a far stronger manner. The Linked Open Space System (LOSS) including Monkton Burn and Calfclose Burn, is a long standing Council aspiration to protect and enhance green corridors. Enhancing these corridors could be achieved by creating improved linkages from adjacent communities together with establishing a stronger network of footpaths stretching from north to south. In addition, there are places where the built edge is weak and a new, clear building edge framing the corridor would assist in how the corridor looks and how the corridor works in recreation terms. An approach to this space should also include a strengthening of the landscape, habitat generation, recreation and interpretation amenities.



Housing fronting the Western Corridor



Local village green, Whitburn



Green corridor, Fellgate



Section 3 - Urban Design Strategy

MOVEMENT CORRIDORS



3.6.5 Movement Corridors

The main road network and the Metro system provide a continuous 'front door' to South Tyneside. Both provide the essential functional linkages across and within the Borough. However, the image of South Tyneside is to a significant extent created by how the district is seen from these corridors and how the linkages from the roads and rail into adjacent communities look and work.



Metro station at Brockley Whins.

This is currently a mixed experience; there are good stretches of landscaped roads and well planned and designed Metro stations. However, in common with most of the rest of the country, there are parts of the road system where the roads are treated as highway engineering artifacts without a great deal of thought about how they work for road users other than vehicles or how the adjacent development looks. This is often caused by poor quality adjacent buildings and landscapes rather than the roads themselves. In addition, not all the Metro Stations are clearly accessible and well linked into their adjacent communities.



Dismantled railway line provides opportunity for pedestrian and cycle network

A detailed 'urban design audit' is required for each of the movement corridors. Such an approach will help define action over 'visual' blackspots, poor linkages, inadequate facilities for cycling and walking and for landscape enhancement. In general there needs to be an attitude in the design and equipment (signage, lighting, barriers etc) where the roads and stations become an integral part of the areas they run through in urban quality terms. The visual character of routes, roads and stations should be a matter of design composition. Guidelines to this end are given later.



Mill Lane, Whitburn



The A194 although lined by mature planting, shows a poor pedestrian and cycle route

Section 3 - Urban Design Strategy

SUBURBS

3.6.6 Suburbs

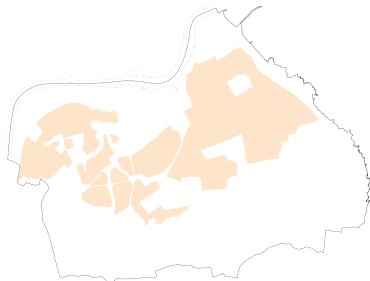
The Borough contains large areas and a vast variety of suburbia. In overall terms, housing within the Borough is characterised with contradiction, affluent suburbia sitting next door to deprivation, fine urban quality and poor. In design guidance terms, the suburbs are a series of urban design character areas, each of which has its own parameters.

Late Georgian followed by Victorian and Edwardian forms provide mature quality environments with classical period features and pedestrian and cycle friendly street networks, like those found in East Boldon.

Interwar housing of the 1930's to 1950's can often be found at the heart of established communities at the edges of town centres. However these interwar estates invariably share the same architectural characteristics and poor layouts, leading to homogeneous estates across the Borough.

A belt of housing between the two Metro lines contains several estates from the 1960's to 1970's era (Biddick Hall, Fellgate, Whiteleas and Brockley Whins). These estates suffer from poor integration with surrounding communities and there is a need to re-establish a sensible relationship between fronts and backs of properties and to dramatically improve public realm.

There has been a considerable amount of recent housing development throughout the Borough. It must be ensured that past mistakes are not repeated and that the quality of new build is high.



1960's housing, Biddick Hall



Interwar housing at Monkton



Recent housing at Hebburn

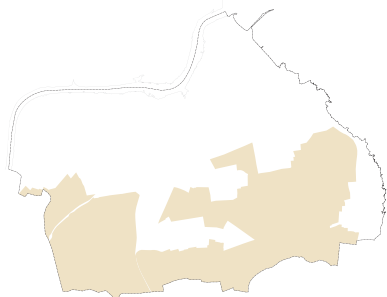


Victorian housing at Lawe Top



Section 3 - Urban Design Strategy

RURAL



3.6.7 Rural

The southern rural edges remain important in terms of the setting of villages, the avoidance of urban coalescence and the overall sense of amenity. Protection and enhancement of the fringes has not been totally successful.

Rural areas are however, experiencing increasing conflict between recreational activities, agricultural/nature and development interests. There are pressures on the urban rural fringes from developers. Houses and businesses are appearing at the outskirts of rural villages.

There is the need for high design standards of a rural fringe that is attractive, accessible, diverse and multi-functional. Any development should serve the needs of both urban and rural communities, strengthen the links between town and country, and contribute towards sustainable development objectives.



Farmland at Cleadon



Boldon Flatts



Newcastle Road, West Boldon



Cleadon Hills

Section 3 - Urban Design Strategy

VILLAGES

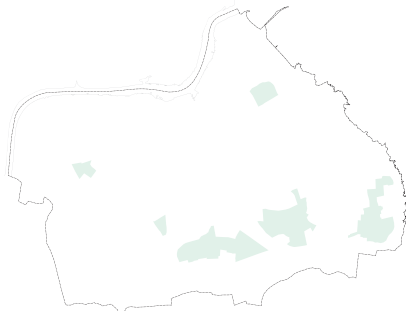
3.6.8 Villages

South Tyneside has a number of traditional villages.

Whitburn Village has retained its village character, with an attractive main street, parish church, community facilities and good housing of many periods. The overall historic form of the place remains intact. Mature landscape and views of the surrounding countryside contribute to the distinctive character of the village.

Monkton Village was granted conservation area status in 1975 and has retained much of its character. The village predominately consists of converted agricultural building, newer housing and community facilities. The heart of the village now includes a training ground for athletics. Mature vegetation including street trees helps to soften the landscape and views of the surrounding green spaces contribute to the village’s rural character.

East Boldon, West Boldon and Cleadon are popular villages located at the edges of the southern rural fringe. The popularity of these settlements creates constant pressure to develop on infill and greenfield sites. Therefore, the conservation and careful well mannered enhancement of the villages must continue. They give distinction as places of quality and character to the Borough and set examples of how quality places are made up of an integration of buildings, spaces and landscape.



Cleadon Village



Lodge at Whitburn Hall



Section 3 - Urban Design Strategy

COAST



3.6.9 Coast

The coast continues to be appreciated by residents and visitors alike as a recreational place offering a continuous route of cliffs beaches and rocks, stretching from Sandhaven in the north to Lizard Point in the south, a two-mile stretch. The Leas, a wide, long cliff top grassland provides spectacular views, an abundance of wildlife, hidden coves, twisting cliff top paths/cycleways and the Souter lighthouse.

This character suffers adverse impacts, notably the unfortunate modern expansion of Whitburn to the coast and areas where the framing landward development is solely the rough edges of rear gardens.

Planned redevelopment/regeneration of the areas which sit poorly in and against the wonderful and very distinctive coastline should be part of a long term approach to the essential conservation and enhancement approach for the coastal strip.



The Leas towards Souter Lighthouse



The Lawe Top



Coastline at Marsden, a popular recreational destination

3.8 The Urban Design Character Area Matrix

| | Create Places for People Public Realm | Enrich the Existing Quality and Character | Make Connections Permeability and Access | Work with the Landscape Capitalising on Natural Assets | Mix Uses and Forms Diversity | Design for Change Opportunity |
|----------------------------|--|---|--|---|--|--|
| Riverside | <ul style="list-style-type: none"> - Quality new public spaces (Mill Dam) - Riverfront parks under utilised - Land in private ownership (inaccessible) | <ul style="list-style-type: none"> - Proximity to riverfront - Rich historical connection | <ul style="list-style-type: none"> - Riverside Park not integrated into community - Poor links to/from waterfront from communities and along length | <ul style="list-style-type: none"> - Waterfront activities - Riverside Park - Recent housing utilising views and orientation - Little natural habitat | <ul style="list-style-type: none"> - Heavy industry/storage - Recreation/boating - Housing - General lack of coherent attitude towards resolving conflicts of land use | <ul style="list-style-type: none"> - Access to and along riverfront - New housing and services - Improve public realm - Capitalise on iconic, historic architectural features |
| Shed Environment | <ul style="list-style-type: none"> - Public exclusion - Hard, impermeable edges | <ul style="list-style-type: none"> - Some traditional industrial buildings, iconic features | <ul style="list-style-type: none"> - Industrial areas not accessible to public, especially problematic along riverfront | <ul style="list-style-type: none"> - Hard edge industry not sensitive to landscape or surrounding communities | <ul style="list-style-type: none"> - Heavy industry - Storage - Light industry | <ul style="list-style-type: none"> - Improve public access around and through where possible - Develop sensitively to surrounding development - Enforce high building standards |
| Town Centres Hebburn | <ul style="list-style-type: none"> - 1960/70's development - Unfriendly materials - Public space lacking purpose; no communal ownership of town centre spaces | <ul style="list-style-type: none"> - Appropriate location - Some quality traditional streets near central locations - Hospitable 1960's central areas - Park under-utilised | <ul style="list-style-type: none"> - Good road/metro links to/from Hebburn - Severed by transport corridors - Not pedestrian friendly | <ul style="list-style-type: none"> - Riverside park under-utilised - Severed from nearby strategic open spaces | <ul style="list-style-type: none"> - Modern and traditional architecture - Open spaces - Riverfront: industry, parkland and modern housing | <ul style="list-style-type: none"> - Need for permeability in new estates - Improved access to river - Improve pedestrian environment around road corridor and to/from shops and services |
| Town Centres Jarrow | <ul style="list-style-type: none"> - Pedestrianised core - 1960/70's development - Materials and spaces dated - Disorientating environment | <ul style="list-style-type: none"> - Some attractive traditional houses, pubs, corner buildings - Centre not severed by transport routes but severance from surrounding 10 minutes to centre | <ul style="list-style-type: none"> - Good links roads and public transport - Some severance from through A185 and Metro-access to - Waterfront dominated by industry/businesses - Centre is partially linked | <ul style="list-style-type: none"> - Bedes world - Eco Centre: wind turbine - Under-utilised stream - connection through to river | <ul style="list-style-type: none"> Good mix: - Industry/businesses - Offices - Shops and Services - Housing new/old | <ul style="list-style-type: none"> - Improve links to Bedes World and develop riverfront uses - Build on Eco Centre ideology - Joint up thinking in developing small housing sites |
| Town Centres South Shields | <ul style="list-style-type: none"> - Lack of integrated public realm - Car-dominated outside of pedestrian centre - Poor connections to river and coast | <ul style="list-style-type: none"> - Historic buildings - Traditional housing - Waterfront location: river and sea - Quiet "end of road" location | <ul style="list-style-type: none"> - Limited road access due to headland location - Good public transport links: metro, ferry - Partly permeable traditional street pattern | <ul style="list-style-type: none"> - Marine Park Seafront - Relationship to river underutilised - Topography allows views to river and coast | <ul style="list-style-type: none"> - Victorian housing dominates - Employment opportunities not meeting needs for town this scale | <ul style="list-style-type: none"> - Strengthen/connect pedestrian environment - Build on rich river and coast heritage - Redefine edges to routes/roads/streets/spaces where lost |
| Open Spaces | <ul style="list-style-type: none"> - Variety of strategic and local - Public space for all - Not meeting its potential to serve all community members | <ul style="list-style-type: none"> - Water landscape - Pathway and park system already in place - Public art program under way - Weak built edges | <ul style="list-style-type: none"> - Path for pedestrians and cyclists - Make better connections to and through communities along its route - Provide signage to strategic open space | <ul style="list-style-type: none"> - Stream leads naturally to river - Natural environment preserved and in some cases restored | <ul style="list-style-type: none"> - Naturalistic character - Lack of recreational opportunity and public amenity along corridors and in parks: children's play, seating, playing fields | <ul style="list-style-type: none"> - Strengthen landscape experience - Enhance riverscape - Enforce high design standards |

| | | | | | | |
|------------------------------|--|---|---|--|--|--|
| Movement Corridors | <ul style="list-style-type: none"> - Car-orientated environment - Hard edges with railings/ barriers - Difficult pedestrian/cyclist environment | <ul style="list-style-type: none"> - Fundamental lack of landscaping with few exceptions - Metro hubs under-developed | <ul style="list-style-type: none"> - Roads sever communities and pedestrian/cyclist movement - Metro line, with industry, acts as a barrier | <ul style="list-style-type: none"> - Traditional rural roads follow fields: soft edges/bends that slow traffic - Coast road offers views - Newer roads scar landscape | <ul style="list-style-type: none"> - Great variety in roads: new/old, narrow/ trunk roads, local/ national - Metro lines - Derelict railways for pedestrians/cyclists - Urban and rural routes | <ul style="list-style-type: none"> - Urban design audit required - Improve visual character, landscape - Enhance linkages and facilities for pedestrians and cyclists - Better access to Metro/bus stops |
| Suburbia Victorian/Edwardian | <ul style="list-style-type: none"> - Active fronts - Street life often stifled by traffic - Structure/form partly broken by demolition sites | <ul style="list-style-type: none"> - Buildings rich in details - Good urban form - Traditional parks - Corner designs - Public buildings | <ul style="list-style-type: none"> - Traditional street patterns including back lanes - Often along traditional road corridors - Narrow streets unsuited to modern traffic | <ul style="list-style-type: none"> - Built form generally ignores views, orientation, access to nature | <ul style="list-style-type: none"> - Small houses/Tyneside flats - Elaborate larger houses - Public buildings, special "one-off" designs, shops and services | <ul style="list-style-type: none"> - Traffic/car parking management - Improve pedestrian environment/ public realm - Respect and revitalise existing |
| Suburbia Interwar | <ul style="list-style-type: none"> - Garden village style cul-de-sac developments - Tree-lined boulevards with wide pavements - Landscaped areas at junctions | <ul style="list-style-type: none"> - High quality boundary treatments, private gardens front and back - Private housing often rich in detail/materials | <ul style="list-style-type: none"> - Good main routes providing for pedestrians - Cul-de-sacs not always permeable - Scale suited to street life | <ul style="list-style-type: none"> - Often built at urban edges with access to open space - Some access has been severed | <ul style="list-style-type: none"> - Unified house types within estates - Diversity in landscape and road layouts; often formally landscaped road junctions | <ul style="list-style-type: none"> - Manage modern traffic - Maintain quality features especially landscaped edges - Create new links/connections |
| Suburbia 1960's - 1970's | <ul style="list-style-type: none"> - Undefined external areas - Lack of clarity between fronts and backs - Poor edges | <ul style="list-style-type: none"> - Often inferior quality materials and detailing - Large scale developments appear monotonous - Indefensible layouts | <ul style="list-style-type: none"> - Good pedestrian access; generally difficult to control intruders - Lacking in privacy - Often lack vehicular access to houses | <ul style="list-style-type: none"> - Estate layout relates badly to features pre-dating it in landscape, infrastructure and built form terms | <ul style="list-style-type: none"> - Lack of diversity within estates has negative impact on overall image - High rise in Hebburn increasing in popularity due to lack of apartments | <ul style="list-style-type: none"> - Improvement needed in private/public spaces, orientation, defensible space, scale of roads, relations to green fingers - Re-development opportunities |
| Suburbia Recent | <ul style="list-style-type: none"> - Attractive environment perceived by occupiers - Semi-private feel excludes the general public | <ul style="list-style-type: none"> - Lacking in qualities architecturally or in urban form - Generally well maintained; perceived as high quality environment | <ul style="list-style-type: none"> - Impermeable layouts often severing routes to green areas at suburban edges - Road layouts encourage car use and seclusion | <ul style="list-style-type: none"> - Inward looking, lacking connections with surroundings - Some very recent developments relate to riverside and views | <ul style="list-style-type: none"> - General lack of variety and architectural interest - Repetitive layouts | <ul style="list-style-type: none"> - 21st-century housing must be permeable and prioritise public realm, compensating for the shortcomings of late 20th-century designs. - Improve pedestrian/cycle access |
| Rural | <ul style="list-style-type: none"> - Network of paths - Should connect with river and coast - Rural landscape | <ul style="list-style-type: none"> - Pathway system already in place - Quality village form, distinct rural character | <ul style="list-style-type: none"> - Routes between town and country are not exploited - Path systems to coast and rivers needed | <ul style="list-style-type: none"> - Under-utilised connections to river and coast - Longstanding villages integrate well into landscape, but under threat | <ul style="list-style-type: none"> - Lack of recreational opportunity and public amenity along path system - Historic residential, agricultural, commercial | <ul style="list-style-type: none"> - Implement good heritage regime - Enhance landscape experience |
| Villages | <ul style="list-style-type: none"> - Attractive historic cores - Small scale suited to pedestrians - Traffic and parking disturbances | <ul style="list-style-type: none"> - High quality traditional materials - Attractive mature landscape | <ul style="list-style-type: none"> - Scale encourages street life - Specialist shops and cafes attract visitors - Impermeable surrounding of urban sprawl limits access | <ul style="list-style-type: none"> - Structured to compliment natural landscape - Indigenous materials used | <ul style="list-style-type: none"> - Farm buildings - Variety of houses: cottages and grand houses - Formal gardens and cottage gardens - Shops, pubs, etc | <ul style="list-style-type: none"> - Conserve and enhance villages - Restore pedestrian routes and public realm |
| Coast | <ul style="list-style-type: none"> - Popular coast - Coastal path system - Some seaside attractions: beach, lighthouse, fairgrounds | <ul style="list-style-type: none"> - Spectacular location: expansive views, ecology, sea - Coastal route could be enhanced with public amenities | <ul style="list-style-type: none"> - Coastal route not linked to River Tyne - Surrounding communities severed from coast | <ul style="list-style-type: none"> - Foreshore, Leas grassland - Local ecology preserved | <ul style="list-style-type: none"> - Recreation, wildlife habitat - Some poor modern residential developments | <ul style="list-style-type: none"> - Long-term strategy for conserving and enhancing coast - Landscape-sensitive development |



Character Areas Map

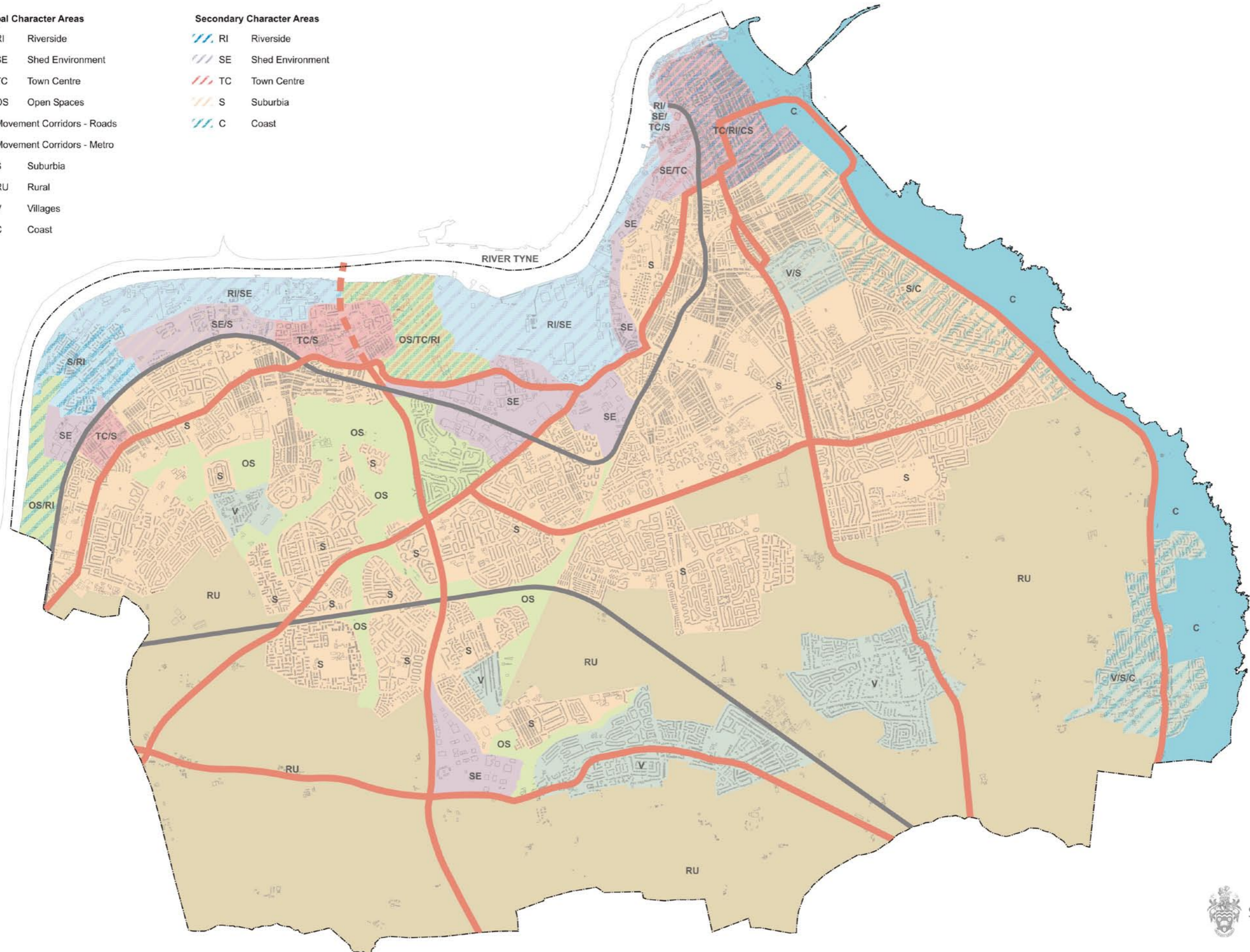
Key

Principal Character Areas

- RI Riverside
- SE Shed Environment
- TC Town Centre
- OS Open Spaces
- Movement Corridors - Roads
- Movement Corridors - Metro
- S Suburbia
- RU Rural
- V Villages
- C Coast

Secondary Character Areas

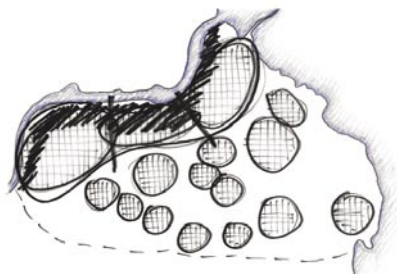
- RI Riverside
- SE Shed Environment
- TC Town Centre
- S Suburbia
- C Coast



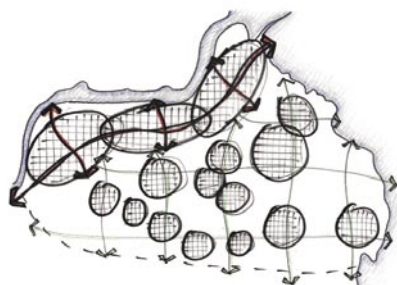
Section 4

The Design Code

Section 4 - The Design Code



Existing linkages



Proposed linkages

4.1 Introduction

The Design Code provides best practice and character specific urban design guidance relating to the Borough. It is not in itself a development brief, a masterplan, or an urban design strategy for a particular site or area; it is meant to be used in the preparation of such documents and alongside them.

The South Tyneside Design Code is organised under two main headings:

- **Best Practice Principles** (apply to almost all urban design character areas and incorporate national 'best practice' guidance alongside borough-wide policy)
- **Character Area Guidelines** (apply in addition to the 'best practice' to give a distinct and tailored response to the different types of area across the Borough)

The SWOC Analysis of Urban Design Character Areas provides a summary of the strengths, weaknesses, opportunities and constraints discussed within 4.3.1 - 4.3.9.

The design code is designed to be enabling. It is not the final word but a stimulus to high quality design. It is long term and far reaching, attempting to include:

- Areas which are largely public sector responsibilities, for example, the character of main roads, strategic open spaces etc.
- Areas where responsibilities are mixed but where remedial action is required: poor estates, weak linkages and so on.
- The briefing and assessment of new and regeneration schemes for different areas as they emerge.



An illustrative vision of South Tyneside's varied character

Section 4 - The Design Code

BEST PRACTICE PRINCIPLES

4.2 Best Practice Principles

This section is designed to establish principles that are relevant to all the different areas of the Borough. For any particular design for a scheme, there will be a need to refer both to this section and to Character Area Guidelines (4.3.1 - 4.3.9). This guidance relates to the following:

- Urban Form & Structure
- Sustainable Development
- Landscape
- Movement & Connectivity
- Building Design & Materials
- The Public Realm



Respecting local heritage, Westoe Village

4.2.1 Context

A thorough understanding of the context of the site is the essential starting point. This needs to cover such matters as:

- Involving local communities, so that development benefits from their knowledge and takes into account local concerns, problems and aspirations
- Analysis of the surroundings: the built form, road and footpath linkages, materials, local vernacular and heritage for example
- Intrinsic site characteristics; existing development forms; climate and orientation; soils, geology, drainage and landscape for example.

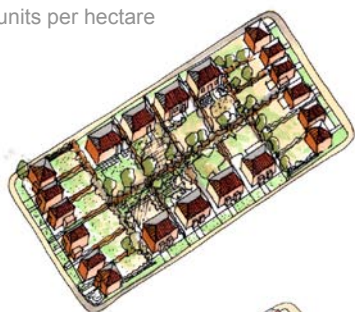
Always remember a site is not just a site; it is a piece of town and needs to be fitting for its context. Look for the distinguishing features; they may be bad, for example awful building or poor linkages to the surrounding area or they may be good, for example historic artefacts or interesting ecology. Local character and identity is priceless and comes in a myriad of forms. This all needs to be surveyed, analysed and understood as a basic and essential input to the briefing and design of a project.



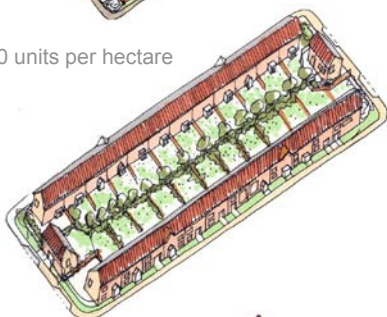
Section 4 - The Design Code

BEST PRACTICE PRINCIPLES

20 units per hectare



50 units per hectare



80 units per hectare



120 units per hectare



Exploring density options

4.2.2 Urban Form and Structure

This provides the foundations of the detailed design of the constituent elements: the buildings, landscape and routes and the relationship between them is what makes an area bond together to create a place. This involves:

- Integration – connection and overlap with neighbouring areas
- Efficiency – the different elements work together to use a site as effectively as possible
- Harmony – creating forms that respond to their settings and landscape, and fit together to create a sense of place and a sustainable environment.

In general, an option appraisal against the backcloth of a site opportunities and constraints analysis will be expected in order to demonstrate the optimum urban form for a given site.

There are certain general rules:

- Buildings line, define and front the public realm of street, squares and open spaces
- Private and communal spaces (including off street parking and service areas) lie to the rear of the buildings
- A grid pattern of routes (roads, walkways etc) where a perimeter building block lines the routes will provide the most appropriate form for most situations
- Frontages should be as 'active' as possible: front doors, ground floor windows and public rooms, or where appropriate, differing ground floor uses, for example a shop with housing above
- The 'built form', the three dimensional structure, will of course vary from area to area. There will be however, a need to demonstrate that the intensity of the layout and the proposed building forms and heights are appropriate for their setting: a single storey bungalow form does not belong in a town centre and a high building does not belong in an outer suburb.
- Car parking standards, design and management arrangements have a great impact on urban form. There is no single solution; indeed most areas require a combination of measures; on street; off street (to rear) etc. From the outset, determine the minimum effective car parking requirement for a given area and its uses. Apply minimum rather than maximum standards and find means of minimising the visual impact (landscape measure, parking courts, underground, well designed parking buildings etc).

Section 4 - The Design Code

BEST PRACTICE PRINCIPLES

4.2.3 Sustainable Development

This section should be consulted in conjunction with the Council's LDF Supplementary Planning Document; Sustainable Construction & Development. The purpose of this section is solely to deal with urban design principles in relation to sustainable development objectives.

Solar design suggests orientating buildings 15 to 20 degrees of due south. This tends to suggest east-west street patterns. However, much of the solar potential can be realised through orientation of the roofs, if not the buildings, in this direction. Even if solar technology is not yet affordable, design should allow for retro-fitting. Architectural quality can be enhanced by fenestration varied to the orientation and height of the lower/higher floors.

Recycling water, especially in urban design terms and storm-water run-off through the use of 'sustainable urban drainage' technology should be incorporated where practical. This has ecological as well as water resource benefits.

An examination in any substantial scheme of the potential for underground energy is worthwhile; both heat transfer and aquifer use is possible. In addition, larger schemes may have potential for CHP (Combined Heat and Power) or district heating.

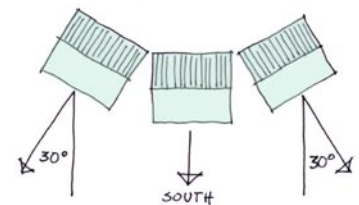
Wind can be used for natural ventilation and possible energy sources (even in urban areas!). More importantly, an adverse microclimate can result from ignoring wind direction and forces, and how these are directed by built forms and landscape. In addition, heat loss in tall freestanding buildings is affected by orientation to the wind.

This is just a very simple and short introduction to a complex series of issues that arise and where specialist technical studies will be required. However, this is not a reason for ignoring the issues.

A further urban design/sustainability matter arises over movement. A permeable structure encourages walking and cycling and can improve accessibility to local amenities and public transport. Avoiding or overcoming 'blockages' to potential local routes is essential.



The use of photovoltaic cells



Oriente development to maximise solar gain



Incorporating bio-climatic principles into new development

Section 4 - The Design Code

BEST PRACTICE PRINCIPLES



Green routes in residential areas provide places for relaxation as well as attractive pedestrian links to wider open space networks



Creating a quiet, sheltered outdoor space



Incorporating water into the landscape structure

4.2.4 Landscape

The landscape, development block, and movement framework are the three main design elements of an urban project of any scale. By landscape, we mean many things: it is the open spaces, water, movement corridors and way-leaves; it is parks, squares and streets; it is the street furniture; it is hard and it is soft.

Landscape analysis and design skills are of key importance from the beginning of any project. It is also important to consider the responsibilities for care and maintenance at the outset.

There is a sequence of tasks:

- The analysis of intrinsic landscape characteristics of the site and its setting.
- Open space planning, the typology hierarchy, function and frequency of existing and desirable facilities.
- Creating a landscape structure for the site as a whole, and then
- The detailed treatment of individual schemes elements.

A key design principle is to treat everything as landscape: buildings define the edge of space, while landscape occupies the space, whether it is a park, a street, a fence or a pavement.

A basic tenet is to work with and value what is already there. Opportunities occur to use the intrinsic landscape positively in the design of new places. A fine tree can provide instant maturity in a new square. A copse of good trees or a fine old garden can provide the basis of a local park. Hedgerow trees and lanes can be used to line a new parallel road, and if there is an old lane, use this for access or a footpath. Visual links between say a hill or a fine building beyond the site can be used to create 'view corridors'. Conversely, certain areas of site's skylines or overlooked areas may for example, be best left undeveloped. Think about the playing fields, parklands, schools and so on in these locations.

A scheme of significant scale will involve the incorporation of open space facilities, for which there are planning standards. But achieving safe and usable open space and maximising the benefit of looking onto it should be more important than simply meeting prescriptive standards for provision. The urban design challenge is to design the scheme so that there is a cohesive landscape structure, within which these standards can be met while making a positive contribution to the sense of place.

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BEST PRACTICE PRINCIPLES

In creating the plan, adjust and iterate between considerations of this kind, together with the movement structure and development block forms, until it all begins to settle down, and to look and feel right.

The scheme will require the production of a landscape strategy as one of the main organising elements of the development.



High quality landscape design can stimulate interest for all ages

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BEST PRACTICE PRINCIPLES



Consider how best to integrate the site with surrounding community and transport networks



A typical cul-de-sac layout will do little to integrate and creates insular and isolated communities



A layout which begins to integrate with its surroundings



A street pattern that creates permeable blocks, directly integrates with existing layout and ensures that buildings positively contribute to public realm

4.2.5 Movement and Connectivity

We judge a place by the sensory experience of using its streets (the feelings of safety, comfort, cleanliness, vitality and the visual character) perhaps more than any other characteristic. The street is made by three main elements; the building frame, the hard and soft landscape, and how the movement through it by all users (pedestrians, cyclists, vehicles) is accommodated. The following urban design guidelines arise:

- Streets should be well connected with the surrounding network; sometimes overcoming a barrier (a busy road or railway for example) is a key element of creating a well functioning street system. Remember, many key routes are not for vehicles but for creating a walkable area accessible to local amenities.
- Streets are multi-functional spaces with risks of conflicts between uses. There is a need to design for all the uses and users.
- Define street types by their capacity and character as well as function. In older areas with a homogenous characterless street system, restructuring on these lines can produce major benefits to the quality and sense of place.
- See the street surface between building lines as a landscape artefact, as a place, not just a road.
- Using the principle of tracking the carriageway relative to the buildings, keeping junctions tight, good wide pedestrian crossings, shared surfaces, 20mph zones and the parked car as a traffic calming device are just some of the approaches to make better streets.

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4.2.6 Building Design and Materials

There is no stylistic imperative that should be applied to South Tyneside. Conversely, it is necessary to use good designers for the many different building types and locations, the form, materials and details varying place by place. However, buildings define the spaces. They provide the third dimension. There are generic guidelines, for example:

- Buildings should create enclosure and definition to the public and private spaces around them and should be appropriate to the character of the local area.
- There should be 'active' frontages: avoid long blank walls and buildings (entrances, public rooms, balconies, bays and porches for example) which 'reach out' to the street.
- Buildings should be good neighbours, respecting an area (or street)'s vertical and horizontal rhythms, building heights, built form, adjacent building heights, roof and cornice lines, local materials, and of course being first rate architecture.
- The exceptional is permissible as long as it adds to the magic of contrast, drama and innovation.
- Develop a material and detail strategy that responds to the local climate – selecting materials that look good in all weathers.
- The number and composition of elements in a façade and the contrasts between them, as seen up close and from afar, determine visual quality. Richness in detail, as viewed from any angle or distance is desirable. The richness can appear quite simple and effortless.
- Buildings have corners; these need careful consideration, and at corners in the layout, the built form needs to respond to this setting.



Active frontage with front garden, entrance and balcony



Creating variety and interest at corners



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BEST PRACTICE PRINCIPLES



4.2.7 The Public Realm

The public realm concerns the street, the square, the pavement and includes planting, surface materials, street furniture, lighting and public art. The detail of the interfaces between the horizontal and vertical, the fences, frontages, hedges, windows, doors and ramps is also of great importance.

The quality of detailing these elements is crucial; it can make or break a place, create and retain value and it can ensure a distinctiveness of place.

The first step is to define the space, its functions and character. This involves the building line, set backs, the scale of enclosure and the active frontages. In addition, the visibility across spaces, orientation for shelter or sitting in the sun, informal play areas and the versatility of the spaces needs investigating.

Distinctiveness can be created by inventive quality design of the details, using local materials and details, historic associations, seeing the floor space as an opportunity for public art, using plants of local origin and making places to last.

In detailing the place, it is important to avoid or remove clutter, to select street lighting and other street furniture as a compatible design and 'family'. Public art can enrich a place, giving character and identity. And of course, avoid or remove the ugly. If there has to be a barrier or security fence make it a sculpture not a dull piece of functionality.

These principles will of course vary in their interpretation, area by area, scheme by scheme, and they should. However, the principles apply to everywhere in the Borough.



Sculpture, public art and effective lighting can add to the quality of place

Section 4 - The Design Code

RIVERSIDE

4.3 Character Area Guidelines

4.3.1 Riverside

The River Tyne is a very important feature in this region that is not fully reclaiming its potential. Water is a natural draw for people, but in South Tyneside it has been severed from the neighbouring communities by physical and visual barriers such as industry and roads. A continuous riverside path, with plentiful links back into the community, would greatly improve this valuable amenity. It should be embraced to become a dynamic place of economic, cultural, leisure and recreational uses.

The character of the Riverside is influenced by the unique history, the distinctive built form and landform qualities of the river Tyne corridor as a whole. Whilst the guidance contained within the UDF is primarily concerned with development in South Tyneside, the overall character of the river Tyne corridor should always be considered. Development on the north and south banks of the river should complement each other and aim to establish a distinctive character and quality to this key regional gateway.

Urban Form

Grid structure

A grid pattern of routes (roads, walkways etc), where a perimeter building block lines the routes, will provide the most appropriate form for the riverside situation (refer to section 4.2.2). Here it can be broken down to include blocks of water and open spaces within the building grid format. This structure provides multiple access points and views to the river, increasing physical, visual and psychological links to the river.

Mixed development

Although the riverside possesses a varied mix of uses there is room to improve the mixture of building types and open spaces, providing a variety of experience. Industry is a key component of the river experience and where appropriate residential amenity can be safeguarded, industry should be integrated with other uses. Some of the most dynamic waterside communities possess an interesting dynamic mix of uses, integrating industry with residential, commercial and leisure activities. Where housing is the predominant development, there should be a mixture of building types to reflect a more traditional riverside built form.



Reconnecting communities to the river, Edinburgh Waterfront



London's South Bank



Utilising industrial heritage in new riverside development



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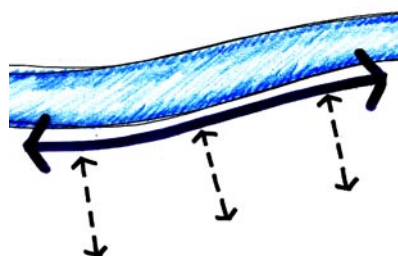
RIVERSIDE



Providing a continuous riverside route



Thames Barrier Park, London



Provide continuous access along the river



Royal Victoria Square, London

Scale appropriate to riverside

The riverfront, being a hard-edged, industrial landscape for the most part, calls for an intensity of built form with some height. Tall buildings may be appropriate along the riverfront. Any proposal will need to take into account the guidance set out in this framework and crucially respect the character and setting of the riverside and adjacent areas.

Linkages

Open up links to the river

Provide frequent links to the river from the adjacent communities, accommodating pedestrians and cyclists, and on main routes, public transit and other vehicles (including space for parking). Access routes to the river should be provided every 200-300 metres and generally be lined with buildings to improve natural surveillance. Riverside loops should be designed into the riverfront, offering shorter riverside experiences that connect back into the community. Presently at Hebburn there are few and poor access points to the park. Prince Consort Road, the main access to Riverside Park, is not signed as such, and the pedestrian route tends to be underlit and undersigned; Tyneview Housing Estate severs links to the river.

Ensure access for all on main pedestrian routes: surface them using high quality and consistent materials. For minor park entries, gravel paths may be appropriate to maintain a soft quality in keeping with the park character.

Create a riverside route

Create continuous pedestrian and cyclist access along the banks of the River Tyne. In the west, the attractive boardwalk along Riverside Park should be extended. To the east, the Mill Dam promenade would be greatly improved if the link could be made to the coast. Where industry or other development presently obstructs the path, as at the Viking Industrial Estate in Jarrow, provide comfortable routes around them and back to the river. Ensure the path widths are sufficient for pedestrian and cyclist comfort, while limiting vehicle access to servicing and emergency requirements. Provide areas of seating at important locations or viewpoints along the river.

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RIVERSIDE

Landscape

Increase waterfront activities

The riverfront landscape should be composed of a variety of experiences. Create pockets of activity, or events, along the river, that draw people from one end to the other. Events could include viewing areas, public art installations, small parks, cultural facilities, etc. Some activities already taking place along the river could be enhanced, such as fishing at Riverside Park, or viewing areas from Mill Dam. To allow use at night, a lighting scheme should be developed along the riverside route, highlighting key areas with artistic lights.

Enhance hard and soft river edge conditions

The riverfront is predominantly 'hard' in character and should be maintained as such. Reinforce the character of this industrial edge using contemporary materials such as steel and concrete within the urban landscape, utilising planting only in an architectural way. Large deciduous trees could line the path, allowing views under the canopy to the river.

Contrastingly, where appropriate allow a more natural edge to emerge. Riverside Park, already green in nature, could be enhanced with native species and a more organic riverside - a sloping edge utilising local stone and riverside plants - while increasing public awareness and public involvement in nature conservation. Include interpretation along the river for interest and to educate the public about the importance of river habitats.

Water treatment

Reed bed water filtration could be used to clean the River Tyne in some locations. Sustainable urban drainage systems are especially important in riverside developments and must be considered at an early stage of the design process. Especially on brownfieldsites it is necessary to ensure that contaminants are not exposed, mobilised or carried by watercourses.

Distinctive Quality

Celebrate the port's history

Retain a memory of the river's strong heritage of docks, wharves and buildings by incorporating the port's fabric, character and materials where possible. Consider public uses and access when redeveloping these areas and iconic port buildings (the Custom House is a good example). Public art and interpretive literature should also be included in the riverside experience to reveal the site's history.



Waterfront activities, Rotterdam



A variety of cultural and recreational activities along Rotterdam riverfront



Relaxing riverfront at Hermann Park, Houston



Naturalisation of the riverfront at the Archimedes Screw Tower, Mexico City



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SHED ENVIRONMENT



Successful integration of existing and new offices, Oxford Business Park



Orientate entrances and windows towards the public realm



Effective landscaping can reduce the dominance of car parking



Outdoor space at Kings Hill, Kent

4.3.2 The Shed Environment

South Tyneside has many large ‘sheds’ that provide facilities for manufacturing, commercial or retail uses. Landscape and the pedestrian environment are typically overlooked in such developments in favour of internal functionality and vehicle movements. Typically these are buildings of little or no architectural merit in a sea of parking with no landscape screening and no relationship to their context. This type of development should be replaced by more attractive and accessible developments or screened by one means or another. The forthcoming document ‘Better Places to Work’ produced by CABE outlines guidelines for this type of development. In short, South Tyneside deserves good buildings surrounded by interesting landscape and good access by all modes of movement.

Urban Form

Integrate with existing

Most shed development in South Tyneside is stand alone and isolated. By locating them amongst other development, such as cafes, shops, banks, etc, these developments become part of the overall urban structure, contribute to and benefiting from a working community.

Provide active frontage

Although this is difficult to change in existing sheds, future developments should not present blank walls to adjacent streets, but windows, entrances etc that face onto the public realm and enliven the street environment. Existing developments can improve their edges by soft boundary treatments – removing high, unattractive walls, tree planting, utilising climbers and other plants.

Section 4 - The Design Code

SHED ENVIRONMENT

Linkages

Improve links by all forms of transport modes

Improve connections to new shed development by public transit, pedestrians and cyclists, as most prioritise the car. New development should ensure easy access for all and also put in place Green Travel Plans.

Strengthen connections to other services

Employees working in shed environments typically are cut off from other services, such as cafes, banks, and other shops. In some cases it may be possible to retrofit services into the development. Pedestrian and cycle routes should be created to meet this need. In new developments, incorporate this type of development with complementary services, either by including them within the new development itself, or situating among established commercial areas.



Integrating new offices with the public transport network



Landscape

Integrate the landscape into the community public realm network

To create a development that fits into its surroundings, utilise materials to create a coherent whole. Look to the design of surrounding streets and squares and connect to the shed development.

Create communal spaces within the development itself where possible

Design into the landscape places for people to sit, eat their lunch and chat to their colleagues. Even views to such places can provide pleasure. In new developments, instead of building one large structure, consider breaking the development up into units to create a series of interesting outdoor spaces between, increasing access to light and creating a more stimulating environment.



Relaxation space and restaurant facilities within internal office spaces

Enhance biodiversity of landscapes

Often 'shed' developments sit on large parcels of land. There is opportunity to conserve and enrich the wildlife habitat through planting and design. Utilise native species with habitat value. Furthermore, water can be a component of the landscape, with ponds used as retention basins for stormwater, swales that allow natural infiltration of water, or simply grey water strips along the building. Ensure long-term maintenance of landscapes.



Green pedestrian corridors linking office buildings



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SHED ENVIRONMENT



The use of glass to maximise natural solar gain

Minimise car parking effect

Create internal car parks to lessen the visual impact of cars in these developments. In new areas, consider undercroft parking and locating servicing areas internally, which will also help to mitigate noise. In any event insist on dense planting of the open areas and boundaries.

Distinctive Quality

Create sustainable developments that meet BREEAM standards

Typically 'sheds' are not building works meriting architectural acclaim. However, quality can be achieved through innovative and imaginative design solutions that consider building form, choice of materials and detailing etc. All new 'shed' developments should aim to achieve an excellent BREEAM accreditation. South Tyneside aims to become a leader in the design quality, energy efficiency and sustainability of this type of development.

Section 4 - The Design Code

TOWN CENTRES

4.3.3 Town Centres

There are three main town centres in South Tyneside that all grew up along the River Tyne: Hebburn, Jarrow and South Shields. Each of these town centres is quite distinct from the next, possessing different character, structure and challenges. Thus, it is important to consider them separately in terms of design guidelines. The following section considers each of the town centres in turn.

Hebburn

Hebburn is the smallest of the three town centres, redeveloped in the 1960's. The town centre's redevelopment resulted in fragmenting the community, creating an urban structure that is difficult to move around. Hebburn needs a coherent strategy for the town; importantly, linkages must be reinstated and improvements made to the public realm.

Urban Form

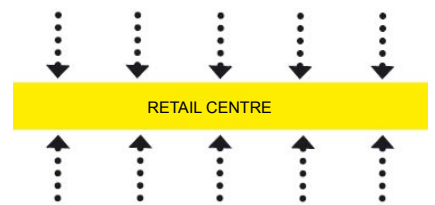
Stitch Hebburn back together

St. James Mall, developed in the 1960's, turns its back on the surrounding properties and neighbourhoods, creating a barrier in the heart of the town. Furthermore, housing built in the same period is poorly connected to other neighbourhoods. Opportunities should be explored to regenerate the shopping centre to create an attractive and accessible shopping environment; this may include its refurbishment and the introduction of new development. Any new development should present an active frontage to the surrounding neighbourhoods. At the same time, a strong and coherent grid of new routes must be incorporated into the new and existing development.

Presently Hebburn's public realm seems more like a collection of leftover spaces than a network of planned public places. The random arrangement of small parks, streets and squares, seem ill considered and connected by an equally confusing pattern of routes. Plentiful open space that presently exists should be re-evaluated, as quality rather than quantity of public open space is always more important. A scheme identifying a hierarchical plan for quality open spaces in the town, based on community needs, would provide much needed clarity. The main retail street should be furnished with high quality contemporary materials – for example, natural stone paviors, timber benches, steel lampposts – and large deciduous street trees of a single species to articulate its importance. Pedestrian routes should provide continuous deciduous tree planting to provide shade in



Hebburn Town Centre



Incorporate direct routes into the town centre



High quality environment for both pedestrians and cars, Watford



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TOWN CENTRES



Apartments fronting onto Park de Bercy, Paris

summer, and timber benches in seating areas. Other residential streets should be tree-lined where space permits, using upright or small deciduous trees, and provide good quality surface treatment for footpaths.

Intensify density and limit height

Hebburn's development is broken in a number of areas that could be in-filled with an intensity of new development. Rather than building more high-rises, the community is better suited to concentrated development of three to four storeys (a maximum of five-storeys in the centre). Height along the river may also be increased to approximately five storeys (see section 4.3.1).

Linkages

Reach out to Riverside Park

Hebburn Riverside Park, stretching from Bill Quay in the east, to Prince Consort Road to the west, is an important local amenity - providing excellent views along the Tyne to Walker and Wallsend ship building yards and towards Newcastle - but difficult to access. Unfortunately there is little parking provision for visitors, and few and poor pedestrian access routes. Well-lit and overlooked routes to the river should be established to take advantage of this unique amenity area.

Improve connections to public transport

Connections between the town centre and Hebburn Metro Station are unattractive. The metro stop is located to the northeast of the main retail centre and lies even further away from Hebburn's residential neighbourhoods off of Campbell Park Road and Victoria Road. Residents typically must travel to the Metro station by way of Victoria and Station Roads instead of directly through their neighbourhoods. A network of pedestrian and cycle routes through existing communities should be created.

Mitigate community severance

Unfortunately roads that run through the town centre sever the community of Hebburn. Both Station Road (B1297) and Victoria Road (A185) make pedestrian connections to the town centre and the riverside difficult for the neighbouring communities. To give the community a stronger sense of place it will be vital to improve the pedestrian environment on both Station Road and Victoria Road to encourage and allow ease of movement from one side to the other. Beyond the A185 the Metro line acts as another layer of severance between the river and the community. Industrial and other development barriers along this alignment further impedes access to the riverside. New development must include plans for sufficient pedestrian connections.



Roads can sever communities



Incorporate pedestrian crossings to improve linkages



Creating safe pedestrian routes

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TOWN CENTRES

Landscape

Improve quality of town's public realm

Hebburn's public realm was poorly designed initially and has not been adequately maintained, such as the uninspiring spaces around St. James mall. Fountain Square off Station Road is maintained but unwelcoming - few access points, surrounded by metal railings - and under-utilised. Too many open spaces seem to have no purpose or function at all (the corner of Station Road and Glen Street, or on Ryerolle, Rose and Kensington Crescent). Such spaces contribute to the overall sense of incoherence in the town. Open spaces need to be planned, rather than left over, and designed to meet the needs of the community. Seating areas in appropriate locations, children's play and youth areas, should be included in an overall plan for the area that identifies key sites and activities.

Enhance Riverside Park

This park is a great amenity in Hebburn. However, it is presently under-utilised due to an inadequate variety of activities. A children's play area, pitch facility and waterfront activities could encourage more use. Dense planting surrounding the park should be thinned to provide views in and out and increase natural surveillance. Other amenities, such as lighting, seating, drinking fountains etc. would improve the park's appeal and should be mainly concentrated on the riverfront. The refurbished Hebburn Jetty demonstrates how, with imagination and investment, popular new amenities can be established. A detailed audit of the Park should be undertaken and a strategy developed to improve accessibility, maintenance and increase visitor numbers.

Distinctive Quality

Riverside community

Hebburn's situation along the River Tyne is an important draw and asset. To capitalise on this situation, strong connections, views and signage to the riverside must be created.



Fountain Square, Hebburn



Hebburn Station Road



The Hebburn Jetty



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TOWN CENTRES



Jarrow Town Centre

Jarrow

Development in Jarrow over the past forty years has resulted in a disorienting environment, which fragmented delightful older buildings from the new. The Viking Centre refocused shopping activity without providing adequate connections to the old town, Metro or surrounding neighbourhoods. Thus, major restructuring is needed to restore cohesion, connections and a heart for Jarrow.



Encourage apartments above shops

Urban Form

Put the heart back into Jarrow

The integration of the Community Centre and Library are key to improving the functionality of Jarrow town centre. The facilities are currently sandwiched between Morrison's car park and a proposed new residential scheme. The form, layout and access fail to secure any urban structure. The integration and animation of these facilities can be achieved through redevelopment with a strong emphasis on a high quality public realm. A strong centre must be achieved to provide a heart for Jarrow.

Limit building height

Within the context of Jarrow, buildings within the town centre should generally be limited to two to three storeys. (For river development see section 4.3.1)

Consider development sites in an integrated manner

Jarrow has a number of small housing sites. To ensure they are integrated into an overall strategy for the community they must be considered within the larger context. These houses must provide quality living conditions by ensuring good building design and seamless connections with surrounding houses and the town centre. Any new development should consider the context of traditional Victorian buildings, such as the Ben Lomond Public House on Grange Road West, in order to design a more coherent urban form.



Morrisons Supermarket, Jarrow

Linkages

Stitch the town together

Jarrow is in need of an enhanced circulation system, especially for pedestrians. Fragmentation has resulted from the recent Viking Centre and Morrison's developments that do not even attempt to link to the old town. New connections to housing areas, the old town and centre must be forged through a network of routes, redesigned road systems and car parks. It is important to remember that vehicles are not the only street users.

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TOWN CENTRES

Improve links to the river

Jarrow is almost entirely disconnected from the riverfront, mostly due to industrial and port uses. Where there is access, such as at Jarrow Riverside Park, pedestrian links are weak. The new Tyne crossing offers a major opportunity to address this issue in a bold and imaginative way. Frequent high quality routes should be developed wherever possible. Furthermore, signage, lighting and identifiable routes from the town centre to the park, along with improved pedestrian crossings at Chaytor Street, would increase the park and river's presence in Jarrow.

Relationship to existing successful attractions

The Bede World visitor centre and museum is a draw to Jarrow that should be capitalised on. St. Paul's Church and the Monastic Site are also part of the centres appeal. Links to these attractions from the town centre should to be improved to attract more visitors.

Landscape

Rejuvenate outdated public spaces and materials

The public realm in Jarrow looks tired and ready for facelift. The Viking Centre, the surrounding streets and the town centre car parks all require attention. An imaginative strategy should be developed to improve the public realm.

Improve integration of existing open spaces

St. Paul's Church and Monastic site offer a beautiful landscape experience, yet it is isolated and difficult to get to from the surrounding neighbourhoods. Furthermore, it does not have a relationship with the River Don that passes beside it. Open space linkages should be signified by 'greened' streets, meaning pedestrian prioritised with amenities such as deciduous tree planting, landscaped seating areas and lighting, Open up the park to the river and the surrounding community.



Ellison Street, Jarrow



The Viking Centre



River Don Footpath, Jarrow

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TOWN CENTRES

Distinctive Quality

Capitalise on Eco Culture

The Eco Centre is an innovative eco-friendly office development on the banks of the River Tyne in Jarrow. The award-winning centre has been heralded as a blue print for environmentally friendly commercial buildings worldwide. The building is made of recyclable materials and power is generated through the project's highlight – a wind turbine that has helped meet three quarters of the centre's energy demands. Jarrow should embrace this ecological theme and carry it into the overall redevelopment of Jarrow. The potential for a green business park adjacent to the Eco Centre could make a significant contribution to this theme. Moreover, Jarrow could become a leader in ecological development through sustainable living and working practices. Ecologically responsible design response to the River Tyne would play a key role in this initiative.



The Eco Centre

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TOWN CENTRES

South Shields

South Shields, the largest of the three town centres, is situated at the tip of the peninsula between the river and sea, and yet this location is not celebrated. Splendid old town architecture must compete with the ill effects of a variety of 20th century blunders. In short, South Shields needs a master plan to guide future development: a plan that creates strong linkages from the centre to the river and coast, and that sets out development standards to ensure high quality development in this important location.

Urban Form

Merge the town centre out towards the river

To create a strong connection to the riverfront, carry the pattern and intensity of development towards the river at an urban scale. Building heights could be up to five-storeys and at the river, a maximum of seven-storeys. (See section 4.3.1)

Strengthen the edges

Although bounded by the river to the south, and the sea to the east, the South Shields town centre does not have strong edge conditions. To define the centre and enhance the sense of arrival and departure, the edge should be strengthened by built form and strategic gateways. Many recent developments are inward looking, further weakening the edges of the town. Future developments should be planned with active frontage to create a positive pedestrian environment on the edges of the town centre.

Increase the leisure/entertainment/cultural offer of the town centre

Presently South Shields has a limited range of opportunities for locals and visitors. People tend to visit the coast only, without spending much time, if any, in the town centre. A wider range of evening and nighttime activity would increase the appeal of the centre itself.

Linkages

Develop Arrival Points

Principal access points to the town centre include the Metro, bus services, Tyne Ferry and various roads (A194, A1016, A183, B1303). These arrival points require high quality signage, defined access corridors and clear gateways. Materials should be of a high quality: for example, natural stone paviers in key locations, concrete paviers for main paths, steel lampposts and strong lines of large deciduous



Town Hall, South Shields



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TOWN CENTRES



King Street, South Shields



Fowler Street, South Shields

trees. Other landscape elements should be limited to seating areas and arrival points, utilising a limited palette of drought-tolerant, low-maintenance, mostly evergreen species (for year-round green). Patches of seasonal colour can be added for interest. The Tyne Ferry terminal and approach to the town centre provides a prime example of not only a missed gateway opportunity, but also a disorienting arrival point.

Improve the town centre's visual and physical connections with the river and foreshore

From the centre of South Shields there is very little river presence, yet the river could greatly enliven the town's atmosphere and appeal. Stronger pedestrian links, perhaps identified by distinct public art, lighting or signage, should be made out to the river and back into the centre. River Drive poses a major obstacle to overcome in reaching the waterfront. The road is unfriendly, lined with building backs and walls. Infrequent pedestrian crossings seem unsafe. Certainly, this road must be redesigned with active frontage onto it and frequent, clear crossings to encourage pedestrian connections.

Likewise, quality routes to the coast would greatly add to South Shields' environment. Many people travel to South Shields to visit the coast, yet connections from the town centre to the coast are not highlighted. Ocean Road leading to the coast is not comfortable for pedestrians. To increase the appeal of this journey, the street should be fitted out with improved public amenities, including seating areas, attractive landscape, including a strong deciduous tree line, and shelters. Additional cafes with outdoor seating and specialist retail would also be welcome along this route.

Develop better pedestrian routes

Vehicles dominate outside of the pedestrian core of South Shields; however, streets should be considered for all users - pedestrians, cyclists and vehicles – to ensure a comfortable environment. A network of streets could be traffic-calmed, sometimes designated as pedestrian routes, with special consideration given to connecting key pieces of public realm that presently are not well coordinated. Pedestrian routes could be designed as shared surface roads, using patterned concrete paviors and on the more important routes, natural stone paviors.

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TOWN CENTRES

Landscape

Improve public realm quality

South Shields suffers from a lack of quality public realm. Eyesores and clutter have degraded street quality. To improve this situation a public realm plan should identify a street hierarchy complemented by a palette of materials to be used in each street category. By utilising a limited palette of materials, consistency and efficiency in street treatment will be achieved. A management regime must be put in place at the same time to maintain quality in the long term. For example, natural stone paviors should be reserved for main pedestrian streets, such as the important retail streets, and key pedestrian routes to the river and foreshore. Elsewhere, concrete paviors should be used. Streets should be lined with deciduous trees where space permits, scaled to the width of the road and the height of surrounding buildings. Limit decorative landscape areas to seating areas, plazas and parks to signal areas of importance and limit maintenance demands.

Distinctive Quality

Celebrate South Shields' distinct character

South Shields possesses many interesting historic buildings, and a rich seaside and river heritage that greatly contribute to what it is today. It is important that this memory is retained in future development, through the incorporation of historic features into design and layout and through good contemporary architecture.



Improved public realm, King Street



Market Square, South Shields



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OPEN SPACES



Botanic Gardens, Barcelona



Creating a strong urban edge onto strategic spaces

4.3.4 Open Spaces

South Tyneside is an exceptional place geographically. The coast, riverside and rolling hills contribute greatly to South Tyneside's unique quality of place. However, presently the landscape is not fully used for the benefit of its inhabitants and the urban environment. Landscape, including strategic spaces, corridors and local parks, needs to be a major design element in South Tyneside. These spaces provide South Tyneside with much of its character and identity, forming the backcloth onto which the built form sits.

Strategic Open Spaces

These corridors have the potential to be important and identifiable green connectors, the western corridor (including the River Don, Calfclose and Monkton Burns) and Hebburn Riverside Park. A strong landscape response, including access routes, edge conditions, planting, and robust programming of spaces, is required to bring these corridors to life. (See section 4.3.3 Town Centres Hebburn for a discussion of Hebburn Riverside Park.)

Urban Form

Provide a strong edge

Presently, the built edge to the River Don corridor (including the Calfclose Burn arm) and Hebburn Riverside Park, is weak in many places. A clear and consistent building edge would help to define the spaces and, subsequently improve natural surveillance of the green corridor. The building edge should respond not only to the condition of the corridor landscape in a particular location, but also the communities that they sit within.

Linkages

Create a robust north-south network of paths along the River Don and Calfclose Burn

There are routes along this corridor presently, in certain places, that are not in good condition; sightlines and visibility are sometimes poor, surface treatment varies and signage needs improvement. A continuous hard-surfaced path – bonded aggregate or asphalt - should be provided for cyclists and pedestrians. Less formal gravel paths could be offshoots of this main path, veering off into landscaped areas for example. Lighting along the route should also be provided for nighttime commuters in the form of high quality contemporary lampposts.

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OPEN SPACES

Open spaces as movement corridors

Open space itself can provide useful movement corridors. For example, the Leas, the River Don greenway and Mineral Railway greenway in South Tyneside are strategic open spaces, functioning as visual amenity, recreation and wildlife corridors. They are capable of creating links between communities, other green spaces or the wider landscape network. In particular, with an expansion of these corridors they could lead to the river and out to the coast, connecting the land with the surrounding water bodies.

They could also be plugged into a network of designated streets for pedestrian and cyclist priority. The City of Vancouver has a coordinated system of 14 recreational corridors, either built or planned, that travel through both linear green spaces and designated streets. They refer to this network for pedestrian movement as Greenways - Public Ways. A system such as this in South Tyneside should be planned to assist pedestrian and cyclist movement throughout the region.

Ensure movement corridors include facilities needed to support pedestrian and cyclist movement: benches, good pavements, lighting, and attractions such as public art.

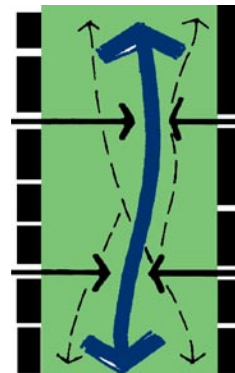
Improve access from surrounding communities

The access and quality of linkages from adjacent communities should be enhanced. Access points should be frequently spaced, approximately every 400 metres, and every 200-300 metres at Hebburn Riverside, to encourage use. These routes should be hard-surfaced, catering to pedestrian and cycle movement, and be clearly signed and lit. These routes should be marked by 'greening' – tree-lined with native deciduous trees and other native planting - at entry points. Views into and out of the space should also be improved to bring awareness to this corridor. Other less formal pedestrian access points could simply be gravel paths that connect into the corridor path network.

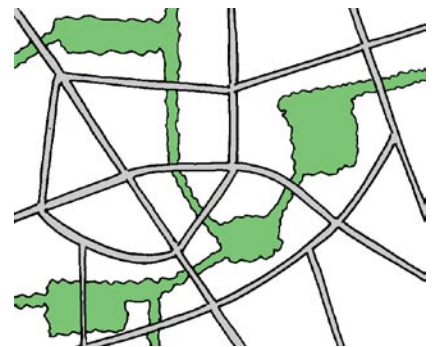
Landscape

Celebrate the river

The River Don and Calfclose Burn provide an important amenity passing through many South Tyneside neighbourhoods. Unfortunately, for the most part its presence is not heightened, but sometimes hidden and downplayed. More access to the riverside should be built into the plan for this corridor, and certain locations could be designed for appropriate water activities.



Strengthen existing routes complimented by informal paths and direct connections to edging communities



Create a series of greenways connecting existing open space



Encourage overlooking onto strategic spaces



Community ownership of London's South Bank



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OPEN SPACES



Opportunities to improve access to the River Don



Communicating ecological issues

Provide a variety of experiences

There is room for many activities to be built into these landscapes. Spaces could be programmed for both formal and informal activity: children's play, community gardens, youth areas, seating and public art. Although the corridors should be designed as continuous with a specific identity, there should be flexibility to highlight certain areas and subtly alter the experience along the route. The landscape should have an informal character for the most part, composed of clusters of native trees, open grassy meadows, shrub, etc, rather than a formal tree-lined pattern. Only at entry points and around formalised activity areas, should the landscape take on a more geometric arrangement. This will provide interest and stimulation as one moves through the space. Any new development should blend inconspicuously into the overall river landscape, utilising local materials such as stone and timber. Particular care should be taken that planting on riverbanks should not be harmful to local wildlife.

Enhance wildlife habitat

Contiguous corridors are invaluable habitats for wildlife. Thus the River Don and Calfclose Burn provide an opportunity to improve wildlife diversity in South Tyneside. A planting scheme should be established to ensure future improvements including species chosen to encourage native wildlife. The River itself could also provide more habitat if the edges were naturalised. Any improvements should be complemented with interpretation. Public art could be incorporated into the interpretation strategy.

Enhance existing ecology

Development of strategic open spaces and corridors must seek to protect and enhance the existing vegetation for wildlife habitat and biodiversity. The green network should be utilised to treat stormwater run-off from surrounding developments to increase infiltration of water back into the ground, thereby improving water quality and flow in local streams and rivers. Complement any ecological measures with education and interpretation of the water treatment and benefits. Likewise, local parks can function not only as recreational spaces, but places of ecological stewardship. Stormwater from surrounding streets should be directed to the local parks, where possible, and fed into wetland areas for biological treatment. These wetland areas also serve as nature conservation areas (that should be interpreted for the public's appreciation).

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OPEN SPACES

Distinctive Quality

Celebrate north-south corridor

Few communities have the opportunity to enjoy such a vast and continuous green space along a river, leading to yet a larger river corridor. These spaces should be recognised and enhanced as the special places they are and have the potential to become.



River Don looking towards West Boldon



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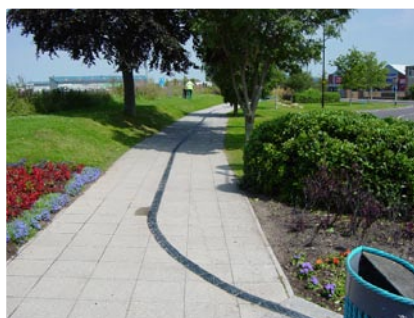
OPEN SPACES



Apartments overlooking community space, Regensburg



Attractive local space at St Paul's Monastery, Jarrow



Safe pedestrian route, The Ropewalk, Bridgewater

Local Open Spaces

There are numerous local parks distributed throughout South Tyneside, including Campbell Park, Primrose Park, Cleadon Park and West Park to name but a few. These parks are typically used by those within walking distance and provide facilities for children's play, sitting-out, nature conservation and sometimes playing fields.

Urban Form

Turn developments towards the park

To create a feeling of ownership and safety, ensure surrounding development overlooks parks. The park is a community amenity to be enjoyed yet so many developments turn their backs to them. Not only will the park be benefited by the buildings' presence, but also surrounding development will enjoy higher property values when facing onto a park.

Linkages

Parks within walking distance

There should be an examination of whether particular parks are as accessible as they might be. It is important that people have easy access to outdoor space for children's play, sports and simply to enjoy the fresh air and greenery. Ideally, local parks should be within 250 – 400m of the majority of homes.

Safe and convenient access to parks

Parks must not only be close but easily and safely accessed from surrounding housing. For example, a park may be close by, yet if it is severed from homes by a railway, motorway, the Metro, steep gradient or other obstruction it does not actually serve a catchment of homes within that 400m radius. It is important to study the context and movement systems in an area when planning for parks.

Landscape

Work with the land

A basic tenet of good landscape design is to respect the natural environment and work with what already exists. Look for the potential of a landscape and enhance its natural features. For example, an old orchard, or single mature oak, may form a distinct feature of the park that can be used as an organising principle. Perhaps a stream has

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OPEN SPACES

been culverted that could be day lighted once again. Each site has an interesting history that can be unearthed. By capitalising on the site, the inherent nature of South Tyneside will be revealed, exposing a distinctive character.

Ecological hubs

Local parks can function not only as recreational spaces, but places of ecological stewardship. Stormwater from surrounding streets should be directed to the local parks, where possible, and fed into wetland areas for biological treatment. These wetland areas also serve as nature conservation areas (that should be interpreted for the public's appreciation).

Community gardens

Local parks also make good locations to explore urban farming and involve the public in learning about food and/or fuel crops. Where appropriate, consider initiating these community cared-for gardens to educate and involve the people of South Tyneside in sustainable techniques.

Distinctive Quality

Planning for parks

There are plentiful local parks in South Tyneside. They are an integral part of neighbourhoods and determine their sense of quality; however, not all parks do this sufficiently. Opportunities for redesign will emerge and in some cases need to be encouraged. Management and maintenance of parks must be considered in advance of implementation to ensure sustainable design. In the case of existing parks, management and maintenance strategies should be readdressed to evaluate the efficiency and success of the present management systems.



Sensory Garden, Mile End Park, London



Community allotments, Freiburg



Section 4 - The Design Code

MOVEMENT CORRIDORS



Mature green corridor, the A1018
South Shields



Provision for cyclists



Boulevard with central pedestrian
route and open space

4.3.5 Movement Corridors

Main Roads

The main roads of South Tyneside are an essential element of the perceived quality of the Borough. Roads can be simply engineered to meet highway standards or they can be designed as attractive features. South Tyneside has both. Overall, however, there is a need to reconsider how much of the main road network looks and works.

The guidelines for improving the network include the following:

Utilise planting

Planting, especially trees should be used to mitigate emission levels from cars. Planting along routes can also provide valuable corridors for wildlife when planting is contiguous and composed of native species.

Mitigate noise

Landscape enhancements, in the form of vegetation barriers, are usually aesthetic rather than acoustic, but they do provide psychological benefits to noise mitigation, and at the same time, improve opportunities for biodiversity and ecology.

Streets are for people

Remember that every street is for all users, not only cars. The road should therefore be designed to suit a number of purposes, including cyclists and pedestrians. Even main routes for vehicle movement should be designed sensitively to:

- Minimize their negative effects on the area through which they pass
- Allow safe, pleasant and convenient use by pedestrians and cyclists

Pedestrian amenities such as benches, lighting and street trees for shade and aesthetic value should always be included in the design of main roads.

Places not roads

The main roads of South Tyneside should reflect the areas character, rather than appearing as every other main road in the country. Public art, surface materials, street furniture and signage, as well as landscape are elements to be considered in the design of roads and junctions. The main roads run through different types of area. Thus they can change character; an urban avenue changing to a well landscaped rural route. The setting is a large element of the design composition of the route.

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MOVEMENT CORRIDORS

Keep urban junctions tight

The structure of a junction is determined by the local context, amount of vehicle traffic, pedestrian crossings and cyclist movement. But in any situation, tight, enclosed corners, defined by buildings and footpaths, make for better junctions. Vehicle movement and clear, convenient pedestrian facilities are both important elements of the design.

Define pedestrian crossings clearly

On main roads, as on motorways, it is more difficult to meet the needs of all users. Indeed, where major traffic corridors intersect with pedestrian crossings can present a design challenge. In this case, wide landscaped crossings help to define and protect the pedestrian crossing from vehicle traffic. The surface treatment, lighting, signage, etc, should be used to define the pedestrian area; however, barriers should be avoided as they restrict ease of inevitable movement and only work to clutter the pedestrian space.

Slow traffic on main roads

For a more amenable pedestrian environment, vehicle traffic speed should be slowed. However rather than simply posting numerous speed signs, the road should be designed to calm traffic:

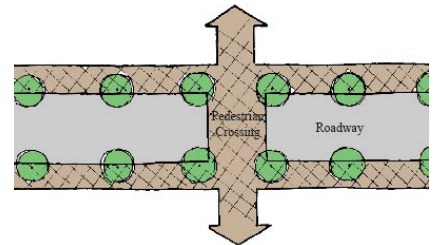
- frame the street with trees,
- line the road with buildings
- design surface treatments to visually narrow the street.

Of course, the majority of main roads is already in place and thus, can only be retrofitted. Be sure to remember in such cases that standard solutions should be avoided, e.g. less road signs and barriers. Involve urban designers and landscape architects to provide a context-sensitive solution; one that considers the street as a complex system involving pedestrian, cyclist, vehicle movements, or a place where people meet and children play.

Parking can provide an effective buffer

On main roads parking can be a beneficial traffic-calming device, at the same time providing a buffer between the footpath and vehicle pavement, and meeting the needs of vehicle owners. Parking should be considered as one element of street design along with street trees, lighting, and benches.

Parking on main roads is typically best positioned on either side of the carriageway, parallel and adjacent to the footpath. However, there are instances when angled or perpendicular parking may be appropriate, or when parking is better placed in a central boulevard. Again, include landscape architects and urban designers in such design matters that require a context-sensitive response.



Build wide, landscaped crossings to improve pedestrian safety



Slowing traffic on main roads with shared surface and on-street parking

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MOVEMENT CORRIDORS



Public transport at the heart of South Shields town centre



Greening transport routes, Germany

Metro Line

The Metro system is an important element of South Tyneside. A sense of greater quality could be achieved by examining how to maximize the benefits of the Metro.

Making the best of the Metro

It is important to:

- Provide clear, direct routes to the Metro, including convenient crossings on major roads
- Locate new stops in areas of concentrated activity, i.e. at shops or close to road junctions and footpath networks.
- Develop existing Metro locations as community hubs
- Connect frequent bus services to the Metro stations
- Examine whether there are opportunities for a greater density of development near stations.

Utilise planting along the Metro corridors

Planting along the Metro corridor can provide valuable corridors for wildlife especially when planting is contiguous and composed of native species.

Mitigate noise

Landscape enhancements such as vegetation barriers should be introduced along the Metro corridor. These barriers are usually aesthetic rather than acoustic, but they do provide psychological benefits to noise mitigation, and at the same time, improve opportunities for biodiversity and ecology.

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SUBURBIA

4.3.6 Suburbia

The category Suburbia can generally be defined as the broad band of housing that spans South Tyneside running along and between the Metro lines. The suburbs include a variety of building types, ranging from quality Late Edwardian and Victorian housing to more recent estates; the good the bad and the ugly. This poses a variety of design challenges as each housing period has its own problems to overcome. Overall there is a need to improve the quality of housing and urban form in South Tyneside, especially within the interwar and 1960's/70's developments. Community participation must lead any activity in these established communities. The following section outlines responses to each era of housing.



Victorian Terrace, the Lawe Top

Late Georgian/Victorian/Edwardian

The older communities of late Georgian, Victorian and Edwardian eras provide mature and quality environments for their residents. In these suburbs, planning for the future should prioritise respect and preservation of what's there, rather than implementing changes.

Urban Form

Maintain strong urban form

Period housing of this date is well loved and cherished across the Borough for its strong urban form, interesting and varied corner details, classical period features and character. It also boasts a structured permeable street network (as evident in East Boldon). Such urban form must be safeguarded and enhanced in any restoration or infill development within Victorian or Edwardian settlement.

Linkages

Redefine traditional street hierarchy

By maintaining a traditional logical order to the street hierarchy, from main distributor road to private residential street, one is able to identify the appropriate routes to local schools, community facilities, public transport and open spaces. Ensure streets have even surface treatments of a high quality and appropriate lighting level. Carry on the tradition of grand tree-lined streets.



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SUBURBIA



Monkton Conservation Area

Improve access and connections to surrounding open space
Re-establish connections to local open spaces that are often severed by later (1930's) development. In Monkton, for example, modern housing has cut off pedestrian routes to both Monkton Dene and Campbell Park. Establish and integrate 'green routes' - dedicated pedestrian and cycle paths (capitalising on the use of former railway lines and other dilapidated movement corridors) - and remove barriers such as high fences. Pedestrian routes should typically be shared surface streets with textured paving of varying tones to delineate the vehicle path simply. Deciduous trees, scaled appropriately to the width of road, and height of buildings, should form a canopy over the street. Grass boulevards should be used where space permits, with decorative planting limited to gateway points. New development in these areas must show consideration for existing green ways.

Landscape

Retain and build on mature landscapes

The mature landscape of the older suburbs is an important component of their character. Features such as beautiful tree-lined boulevards and formal planting areas are appreciated by all who experience them daily. South Tyneside would do well to look to these landscapes for future instruction and inspiration in the design of new public realm and open spaces. For example, large deciduous trees of a single species should be utilised on streets to provide a canopy and provide a coherent look. Other planting in the public realm should be mainly formal in nature, composed of lawn, evergreen shrubs, and punctuated with perennial planting. Street furniture should be coordinated with existing. Annuals should be used sparingly in locations of importance. Check to ensure the TPO's are adequate.

Design car parking contextually

Car parking forms a large part of many South Tyneside landscape. Thus, a sensible approach to car parking should be considered according to street type and quantity needed for certain facilities (Campbell Avenue provides a good example). Car parks should fit into, rather than be designed apart from, the landscape.

Distinctive Quality

Embrace mature community character

These quality communities should essentially be preserved in nature, with any new development fitting into the existing structure. The urban form, building quality and landscape all contribute to late Georgian, Victorian and Edwardian neighbourhoods.

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SUBURBIA

Interwar

The interwar suburbs are typically plagued with impermeable environments and homogenous housing developments lacking character. Links that should have been put in place originally should be included now and a variety of built form introduced to provide interest.

Urban Form

Improve cul-de-sac development

Typical interwar cul-de-sac development can often act as a barrier between traditional urban areas and surrounding countryside (such as in Hebburn, around the neighbourhood of North Drive to the south of St. James Mall). This can be found within almost all suburban housing areas on the outskirts of the town centres. This impermeable structure should be broken where possible through the introduction of new pedestrian and cycle links.

Utilise grid structure in new developments

Where redevelopment areas present themselves, rather than extending the problem of impermeable cul-de-sacs, introduce a hierarchical grid to bring some structure to these communities. Forge links between existing developments and the new.

Introduce a variety of built form

To break the monotony of interwar housing, require new housing developments to present a variety of forms that fit into a grid format.

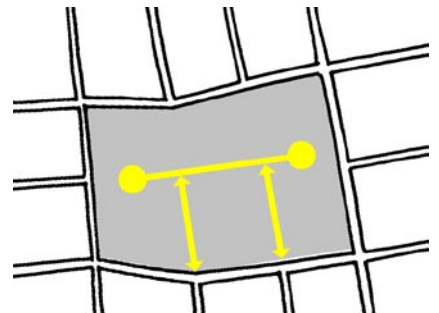
Linkages

Forge new links

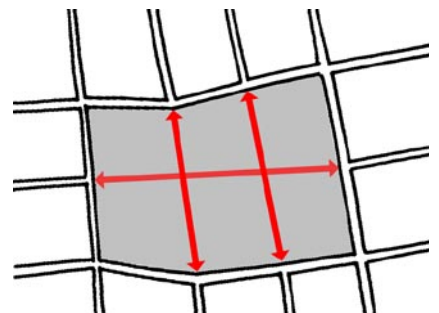
Open up pedestrian links between properties that were originally planned for but never implemented. Ensure these paths are of adequate width to provide pedestrian comfort and overlooked by neighbouring properties. Hard edges, walls, fences, should be softened by planting along these routes. Moreover, selective properties may be demolished to create new routes and open up through streets once again. These should provide direct, clear routes, lined with deciduous street trees and evenly surfaced.



Interwar cottages, Whitburn



Typical cul-de-sac layout development is not well integrated



Utilise grid structure to improve cul-de-sac layouts



Re-designing traditional terraced streets, Northmoor Estate, Manchester



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SUBURBIA



Safe and attractive pedestrian route, Vancouver

Create a hierarchy of streets

To provide a clear sense of orientation, hierarchy should be established in the street system. Main vehicle routes should be lined with large deciduous trees, have wide, high quality pedestrian and cycle paths, and be well lit. More residential streets should be smaller in scale, with footpaths and deciduous street trees where space permits.

Landscape

Improve public realm

Large front gardens and wide pavements provide the perfect opportunity to improve the streetscape, including a tree-planting strip, integrated car parking, and street furniture where appropriate. Deciduous trees should be planted along roads, providing shade in the summer and light in the winter. They also help to frame the street, and slow traffic speeds. On main roads or designated pedestrian routes, provide areas of seating and other amenities, such as improved lighting, rubbish bins, and concrete paviors. Street furniture should be contemporary and elegant to avoid street clutter.

Distinctive Quality

Green neighbourhoods

Although presently these suburbs have a number of issues to resolve they have the potential to be comfortable, pedestrian oriented and green neighbourhoods. Large spaces of public realm should allow for substantial greening.

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SUBURBIA

1960's to 1970's

Similarly to Interwar suburbs, the 1960's and 70's suburbs; there is a need to improve the quality of housing and public realm, and permeability in the urban form. The open space strategy needs revisiting with a plan for dealing with leftover spaces, organising street hierarchy and car parking.

Urban Form

Redefine the street hierarchy

Main roads should be improved by strong deciduous tree planting, landscaping in areas of importance, high quality concrete surface treatments, and contemporary steel lampposts and seating. Speed bumps should be avoided and speed should be dealt with through the narrowing of road widths, textured surface treatments, street trees (they have been shown to help slow traffic), and marked pedestrian crossings. Residential streets should be softened with deciduous street tree planting where space permits and good quality paviers.

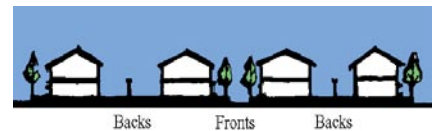
Provide active frontages by re-organising front/back

In designing safer places, it is important that fronts overlook fronts and backs meet backs. In some estates, it might be necessary to rearrange the orientation of gardens, building new front entrances, to create safer environments. In any new development employ the grid to alleviate this problem.

Linkages

Improve links to transport and other communities

Currently, many estates are cut off from the wider community by single route access, and lack of choice in public transport, e.g. Fellgate. An integrated strategy, which includes pedestrian links to transport facilities across current boundaries, will not only improve the choice for the individual, but can lead to a more sustainable future community. Similarly to the Interwar suburbs, it is important to open up pedestrian links between properties that were originally planned for but never implemented. Ensure these paths are of adequate width to provide pedestrian comfort and overlooked by neighbouring properties. Hard edges, walls, fences, should be softened by planting along these routes. Pedestrian crossings should be well-marked, visible and the carriageway narrowed where possible.
Landscape



Organise buildings 'front' to 'front' and 'back' to 'back'



Backs can be transformed into fronts

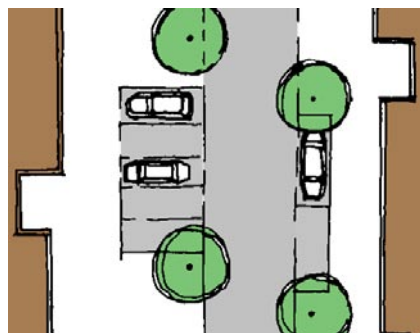


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SUBURBIA



Defined semi-private community space



On-street car parking softened by tree planting



Off street parking introduced in St Anns, Nottingham

Improve public realm and sense of place

The first step in the revitalisation of such housing areas is to improve the public realm: streets and other public amenity spaces used on a daily basis. Developing new community buildings, regenerating old and creating functional squares and other open spaces will initiate change and encourage greater community interaction. A public realm strategy should identify appropriate places for intervention, and set out a limited palette of materials to be used in certain types of spaces. For example, a main shopping street should have more formal treatment than a residential street. However, all spaces should have durable, high quality materials to ensure long-term sustainability.

Provide definition between public/private realms

Re-evaluate leftover corner spaces into part of a green route, community garden or by integrating spaces back into residents gardens, ensuring accountability for its management and ownership is clearly marked. Sometimes it will be most appropriate to build on these sites to strengthen street corners and edges. Establish active frontages onto public spaces and create the distinction between public and private realm in line with the Best Practice Principles for new buildings and spaces. (See section 4.2.7)

Encourage on-street or 'bay' parking

The relationship between housing, parking and garage provision is often unsuccessful in these areas. Parking spaces and garages are frequently provided in semi-private courts, but are not overlooked, providing a location for anti-social behaviour to take place. A new provision of parking must be established within these estates, creating on-street parking softened by tree planting overlooked by housing. This incremental approach will eventually allow the redevelopment of traditional courts for community spaces, or perhaps new development.

Distinctive Quality

Enhanced public realm

Suburbs such as these have an opportunity to reinvent themselves as communities with a rich public realm, animated by high quality details and residents of all ages. The community will come to life, inviting social interaction through an enriched public realm.

Section 4 - The Design Code

SUBURBIA

Recent

Recent suburbs are still making the mistakes of Interwar and 1960's and 70's developments. Cul-de-sacs, impermeable development patterns and gated communities are growing throughout the Borough. It is important that any new development complies with standards set out in Section 4.2 of this document, to avoid any future developments that will further weaken the urban fabric.

Urban Form

Grid structure

A grid pattern of routes (roads, walkways etc), where a perimeter building block lines the routes, will provide the most appropriate form for most situations (refer to section 4.2.2). This will ensure active frontages onto the street are established, and will help to mend poor or broken edges and street definition. Follow the rules of 'front to front' and 'back to back' along both movement corridors and residential streets.

Provide a variety of built form

To break the monotony of homogenous building forms, provide a variety of building types. Be sure to respect the local vernacular and avoid visual clutter. Traditional housing forms and layouts can provide an appropriate point of reference.

Limit heights

Building heights should typically be within the two – three storey range to fit in with most existing residential contexts.

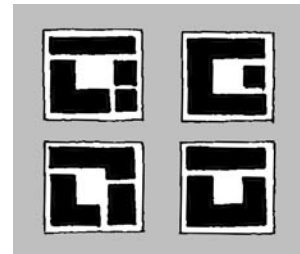
Linkages

Improve connections

Similar to that of Interwar housing, recent private developer led housing is often based on a cul-de-sac street network, and are typically orientated inwards, leaving inactive frontages onto streets. Where possible, new pedestrian routes should be opened up between properties. Moreover, it is essential that new development follows the guidance found within Section 4.2 Best Practice Principles, which if followed will establish clear permeability throughout all future development. Presently, in Whitburn, the Whites Shearwater Estate does not integrate with surrounding neighbourhoods and turns its back on its coastal setting.



New housing development showing strong Georgian form and character



Create a perimeter block with active frontages



Safe pedestrian routes, Poundbury



Section 4 - The Design Code

SUBURBIA



Strong landscape element incorporated into development



Creating safe informal play spaces with overlooking, Freiburg



High quality contemporary design, Rotterdam

Create a hierarchy of streets

To provide a clear sense of orientation, hierarchy should be established in the street system. Main vehicle routes should be lined with large deciduous trees, have wide, high quality pedestrian and cycle paths, and be well lit. More residential streets should be smaller in scale, with footpaths and deciduous street trees where space permits. Discourage 'gated communities' by providing more than one entrance/exit and a choice of car, pedestrian and cycle routes that integrate into the existing street hierarchy.

Landscape

Work with the landscape

Recent and future developments must ensure that they blend into the existing landscape context. South Tyneside enjoys a variety of landscape types – coastal, river, rural, etc – that each deserves a different response. Utilise established landscape patterns and vernacular materials to fit in with adjacent communities. (See section 4.2.4)

Improve public realm

Many new developments have sufficient room for tree planting and wide pedestrian pavements. Deciduous trees should be planted along roads, providing shade in the summer and light in the winter. They also help to frame the street, helping to slow traffic speeds. On main roads or designated pedestrian routes, provide areas of seating and other amenities, such as improved lighting, rubbish bins, and concrete paviors. Street furniture should be contemporary and elegant to avoid street clutter.

Distinctive Quality

Create high quality contemporary developments

Some recent developments have failed in providing good environments for the public they serve. But South Tyneside has the opportunity to build developments of a greater standard than are presently permitted. In short, new development should follow the guidelines set out in Section 4.2. By doing so, the quality of all communities into which they sit can be improved.

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RURAL

4.3.7 Rural

The southern rural areas are experiencing development pressures that could negatively impact upon this important rural edge. Any development within the rural fringe must recognise the value of this area and adopt best practice design principals to protect and enhance its distinctive landscape qualities.

Urban Form

Retain village form

The longstanding villages of the urban fringes must be respected and retained in structure. It is important to limit new development to the low-density form that exists, and to prevent more insensitive development on the fringes of rural villages. Recreational activities, agricultural/ nature and development interest must all be considered carefully and if allowed, designed contextually.

Demand high design standards

The urban fringe requires high design standards that are attractive, accessible and multifunctional. Any development should also be sustainably designed in this sensitive environment.

Linkages

Strengthen links between town and country

Incorporate existing green routes and cycle ways into a greater network of accessible paths. Any new development must enhance these connections. Main path networks should be paved with asphalt or bonded aggregate to provide access for all, while other minor routes should maintain a soft, gravel or simply trodden surface treatment. Lighting should be limited to access points to retain the darkness of the countryside.

Connect with coast and riverside

To truly capitalise on the unique combination of features in South Tyneside, rural recreational paths must link up with those on coast and riverside. Conflicts often occur between, for example, recreational users of the countryside and farmers. It is important to clearly define the areas accessible to the public. Well-identified points of access as well as a larger choice of pathways can help to improve conditions for all users.



Diversity of character, West Boldon



Urban fringe at Whitburn



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RURAL



Sensitively constructed pedestrian path through rural area

Landscape

Define and strengthen character

To maintain a rural character, as distinct from suburbia, attention must be paid to the smaller details that create that overall effect: fields divided by hedgerows, traditional roads and lane patterns, streams, hedges, wildflower rich verges and magnesian limestone walls. Utilise these materials and forms in new development, allowing some flexibility in design.

Distinctive Quality

The rural fringe is an important asset that must be respected and built on. The rural edges, containing historic villages within, have changed drastically in the last century, with rapid expansions of suburbia. Any development must recognise the amenity value of this area and must demonstrate best practice design principals in order to protect and enhance the southern rural edge in South Tyneside.

Section 4 - The Design Code

VILLAGES

4.3.8 Villages

South Tyneside has a number of intact traditional villages including Whitburn, Monkton Village, Cleadon and the Boldons. These attractive communities should be respected, conserved and maintained as places of distinct quality and character.

Urban Form

Integrate and harmonize with the existing

To preserve the unique character of historic villages, new development must be limited and very carefully considered to ensure new forms and densities respond sensitively to their surroundings. New development that is allowed should complement the existing, rather than copy exact architectural features, to avoid pastiche buildings. The newer Whitburn area on the coast provides an unfortunate example of a development that did not follow the example of the established community and thus has turned its back on the surrounding landscape.

Linkages

Restore and safeguard the public realm

Vehicles have now largely overwhelmed village centres that once were important public places. To improve this situation traffic should be calmed (slowed and restricted) to allow for more pedestrian activity. Roads could become streets again, hosting public events on special occasions, and in some quiet areas, designed as 'play streets'. Such calmed streets should have special surface treatments and edges. Paviers would add texture and colour to the street, delineating vehicle traffic boundaries without level change. Decorative tree species, such as cherry trees, would enliven the street and add colour. Specially designed furniture could act as furniture and play elements, i.e. bollards that can be used for leap frog, paviers that mark out a hopscotch pattern.

Improve access to surrounding open space

Urban sprawl in some situations has limited access to open space. New connections should be established to open up the beautiful countryside to the villages again. Signage, planting and surface treatment could be utilised to mark access points. All access signage should have the same appearance – clear, attractive, and easy to read – to signal these points. Tree planting should frame the entries, and other informal planting - native grasses, perennials and shrubs - could edge the paths. Materials should be inconspicuous – timber, stone – to blend in with the surrounding environment.



Integrating the old and new, Monkton Village



Attractive public realm, Whitburn



Section 4 - The Design Code

VILLAGES



Local village green



Street trees add to the local character, Westoe Village

Landscape

Conserve the mature landscape of street trees and open spaces

Mature vegetation and trees provide much of the historic villages distinct character and appeal. Protect these assets and continue this strong planting legacy in new development areas.

Revitalise village greens

These are integral elements in historic villages that should be reinterpreted to meet present needs of the community they serve. For example, children's play areas could be integrated in an elegant way using local materials and planting, rather than colourful plastic structures. Ensure any new planting blends in with the mature landscape – deciduous trees, lawn and shrubs. To limit the impact of the car, parking should be considered in the overall design and integrated in the most inconspicuous way possible.

Retain views to surrounding countryside

Borrowed views of the surrounding countryside contribute much to village character. Maintain these views and frame them with built form or planting in new developments.

Distinctive Quality

Embrace the local vernacular

One of the most delightful aspects of the historic villages is the distinctive landscape: local stone in boundary walls, large trees lining the streets, wide grassy boulevards. To preserve this special character, it is important to remember how great a part the landscape plays and thus, to be sensitive to it in any future development.

Section 4 - The Design Code

COAST

4.3.9 Coast

South Tyneside's coast is a spectacular environment that is appreciated by thousands of residents and visitors every year. Stretching from Sandhaven in the north to Lizard Point in the south, the coast offers a continuous experience, complemented by the long cliff top grassland of the Leas. There is a great opportunity to build on this untapped asset to create a truly remarkable seaside.

Urban Form

Orient development towards the sea

New development should take full advantage of the sea's appeal. Whitburn is in a prime coastal location but some of the modern developments on the coast do not take advantage of the beautiful views towards the sea. Planned redevelopment of these inward-looking communities should be part of a long-term coastal regeneration strategy. Development addressing the water will enliven the sea's edge, and at the same time, developments overlooking the sea will be benefited by increased property values.

Detailed guidance for coast

It is necessary to look at the quality of the urban framework in the built-up area between the historic village of Whitburn and the waterfront. Future guidance could set out definite guidelines that would benefit local residents and recreational users alike in the long term.

Linkages

Improve physical and visual connections to the Foreshore

The Foreshore in South Tyneside is not perceived strongly except when in very close proximity to it. Views to the sea should be enhanced from strategic points, and routes should be opened up to increase psychological and physical connections to the sea. For example, Ocean Road leading from South Shields to the coast should be developed as an important connector. At a smaller scale, walking paths and small roads in the Whitburn area need to have direct connections to the coastal route as currently the coast is isolated from this seaside community. Deciduous tree planting, high-quality surfacing and lighting should mark these connector routes. It is important that these routes be improved for both residents of and visitors to South Tyneside.



The Coast, South Shields



Coastal footpath and cycleway



Section 4 - The Design Code

COAST



Encourage coastal activities



Protect and celebrate local attractions

Create a continuous seaside route that connects with the riverside and rural paths

Continue the seaside route to link with the Tyne riverside path. This lengthy, scenic route would be a great attraction in the area, appealing to recreational cyclists, in-line skaters, joggers and walkers. While the main path should be a hard, asphalt or bonded aggregate surface, minor paths could be gravel or simply trodden routes. The paths should remain uncluttered to not detract from the surrounding views and landscape, but could be enhanced by simple seating areas and interpretive signage periodically.

Landscape

Animate the seaside with events and attractions

The expanse of foreshore along the eastern edge of South Tyneside can seem overwhelming in its scale. The beach goes on and on. People will be more inclined to visit the seaside if they are comfortable and provided with a variety of activities. At present, activities are limited, mostly involving the typical tacky seaside features – arcades, fairgrounds, etc. The length of beach should be punctuated with an assortment of activities, amenities and facilities. For example, rest areas outfitted with restaurant services, toilets, public seating and shelters could be located at key points along the route. Perhaps an interpretation centre other educational facility could be located on the waterfront, or additional events areas for summer performances. Furthermore, more could be made of stunning landmarks such as the Souter Lighthouse, and Marsden Rock. A number of options could be explored to enliven this incredible location.

Respect the local ecology

Where possible, restore a natural condition to the seafront to encourage biodiversity and habitat. Ensure that ecological measures are complemented by interpretation to explain the importance of native wildlife on the foreshore. Any new development along the seaside must be sensitive to the local ecology.

Distinctive Quality

Spectacular location

There must be a long-term approach to ensure conservation and enhancement of this superb coastal location. Any development must be designed sensitively to fit into the landscape, enhancing rather than detracting from this distinct location.

4.4 SWOC Analysis of Urban Design Character Areas

| | Strengths | Weaknesses | Opportunities | Constraints |
|----------------------------|--|--|---|---|
| Riverside | <ul style="list-style-type: none"> - Natural draw of water - Mixed use - industry, residential, recreational, cultural - Heritage - iconic industrial structures, docks, wharves | <ul style="list-style-type: none"> - Poor access to riverside from adjacent communities - Poor access and connectivity between riverside sites | <ul style="list-style-type: none"> - Splendid waterfront development - Continuous public riverfront connecting to coast - Strong links back to communities - Celebrating industrial heritage within a mixed-use environment | <ul style="list-style-type: none"> - Land held under private ownership - Industry acts as a barrier from communities and along river |
| Shed Environment | <ul style="list-style-type: none"> - Some interesting iconic structures on river - Employment opportunities | <ul style="list-style-type: none"> - Limits public access to River Tyne - Blight on landscape, visual impact - Poor links to surroundings - Dereliction, abandoned premises | <ul style="list-style-type: none"> - Capitalising on iconic structures and industrial activity - Strong landscape, wildlife opportunities - Increasing standards for new developments | <ul style="list-style-type: none"> - Land held under private ownership - Current quantity of sheds |
| Town Centres Hebburn | <ul style="list-style-type: none"> - Some quality residential developments - Good location by river - Strong transportation links | <ul style="list-style-type: none"> - Incoherent public realm - Community severed by transport corridors and main shopping street - Impermeable 1960's development | <ul style="list-style-type: none"> - Improving pedestrian links across A185 and down to the Tyne - Creating a permeable and integrated community | <ul style="list-style-type: none"> - Riverfront industry - Lack of community pride |
| Town Centres Jarrow | <ul style="list-style-type: none"> - Successful visitor attractions - Bedes World and Eco Centre - Good transport links - Close proximity to riverside - Some attractive older buildings | <ul style="list-style-type: none"> - Riverfront dominated by industry - No community 'heart' - Disorienting environment | <ul style="list-style-type: none"> - Capitalise on eco-culture - Restructure to restore cohesion | <ul style="list-style-type: none"> - Riverside dominated by industrial/commercial buildings - Shopping focused in Viking Centre precinct and Morrison's development |
| Town Centres South Shields | <ul style="list-style-type: none"> - Beautiful geographic location, beside both river and sea - Interesting historic buildings - Good public transport | <ul style="list-style-type: none"> - Lack of integrated public realm and poor pedestrian environment - Under-developed connections to sea and river - Some poor architecture and spaces - Poor approaches to centre by road and foot | <ul style="list-style-type: none"> - Ensure high development standards - Creating strong links between town centre, river and coast | <ul style="list-style-type: none"> - Poor employment opportunities - Car-dominated environment - Lack of town master plan |
| Open Spaces | <ul style="list-style-type: none"> - Plentiful strategic spaces - River Don, Calfclose Burn - and local parks - Network of paths, recreational spaces, wildlife corridors - Offer a variety of activities | <ul style="list-style-type: none"> - Weak built edges - Under-utilised spaces - Sometimes poor maintenance and management | <ul style="list-style-type: none"> - Strengthen linkages, landscape and development edges - Increasing open space utilisation - Enhance wildlife diversity and interpretation | <ul style="list-style-type: none"> - Lack of open space strategy |



| | | | | |
|------------------------------|--|--|--|--|
| Movement Corridors | <ul style="list-style-type: none"> - Certain roads offer stunning views of the countryside and coastline - Main roads and Metro provide good access to towns within South Tyneside | <ul style="list-style-type: none"> - Car-oriented environment, not pedestrian-friendly - Metro and main roads often sever communities - Poor urban quality building/landscape | <ul style="list-style-type: none"> - Developing routes for all users: pedestrians, cyclists and vehicles - Landscaping to bring out local character and to act as wildlife corridors - Improving Metro station access | <ul style="list-style-type: none"> - Sever communities - Blights on landscape |
| Suburbia Victorian/Edwardian | <ul style="list-style-type: none"> - Good urban form, including active frontages and system of neighbourhood parks - Mature and quality landscape | <ul style="list-style-type: none"> - Traffic poses problem to public realm - Demolition sites break urban form | <ul style="list-style-type: none"> - Restore quality public realm - Capitalise on existing specialty shops, and distinct architecture to enliven community - Respect and preserve good features | <ul style="list-style-type: none"> - Weak edge condition |
| Suburbia Interwar | <ul style="list-style-type: none"> - Attractive building and street layouts - Plentiful open space | <ul style="list-style-type: none"> - Some access to open spaces severed - Frequent traffic pressures | <ul style="list-style-type: none"> - Maintain quality landscape and area character - Manage traffic | <ul style="list-style-type: none"> - Pressures of modern development - Existing impermeable housing layout |
| Suburbia 1960's - 1970's | <ul style="list-style-type: none"> - Proximity to open space | <ul style="list-style-type: none"> - Monotonous large scale developments - Poor permeability, edges and safety - Inferior quality materials | <ul style="list-style-type: none"> - Redevelopment - Redesign of public realm to improve quality, permeability and orientation | <ul style="list-style-type: none"> - Impermeable existing developments - Little economic potential for damaged areas |
| Suburbia Recent | <ul style="list-style-type: none"> - Generally well-maintained high quality environment - Some good riverside housing | <ul style="list-style-type: none"> - Poor urban form and architecture - Vehicle priority - Isolated neighbourhoods | <ul style="list-style-type: none"> - Improved pedestrian/cycle access - Creating new developments, prioritising public realm | <ul style="list-style-type: none"> - Existing poor development - Inadequate planning standards - No economic/cost recovery strategy |
| Rural | <ul style="list-style-type: none"> - Strong character - Quality village form - Surrounding countryside | <ul style="list-style-type: none"> - Inappropriate development on rural fringes - Lack of heritage regime | <ul style="list-style-type: none"> - Links between town and country developed - Maintaining vernacular, rural character | <ul style="list-style-type: none"> - Existing inappropriate developments/zoning |
| Villages | <ul style="list-style-type: none"> - Intact historic villages - Mature quality landscaping - Integrated buildings, spaces and landscape | <ul style="list-style-type: none"> - Vehicle impacts - Lack of pedestrian connections to surrounding open space | <ul style="list-style-type: none"> - Continued conservation and maintenance of villages - Restore public realm | <ul style="list-style-type: none"> - Development pressures - Lack of conservation plan |
| Coast | <ul style="list-style-type: none"> - Naturally spectacular landscape: expansive views, ecology, sea - Coastal route in place - Spectacular views and features | <ul style="list-style-type: none"> - Whitburn modern expansion on the coast - Few public amenities | <ul style="list-style-type: none"> - Site-sensitive development overlooking the sea - Connections to foreshore from communities, and to river - Animated seaside | <ul style="list-style-type: none"> - Lack of long term development and conservation strategy |



Section 5

Implementation

Section 5 - Implementation

5.1 Introduction

The realisation of the urban design objectives set out in this Framework are both important and difficult. As outlined in the previous sections, it requires a new culture of concern to create quality places in all that happens in physical development terms. But the physical development changes themselves involve social and economic objectives; and indeed are a reflection of them. This chapter sets out a series of proposed mechanisms designed to ensure that the Framework is implemented in a fully committed way.

This Implementation Toolkit contains a number of mechanisms by which to begin to implement the Framework. These are:

- Design Statements
- Further Reading
- Urban Design Review Committee
- Future Guidance

The contents of this Implementation section are designed to:

- be updateable;
- be added to with new guidance;
- be stand alone documents capable of separate publication.



Design Statements

Design Statements

This guidance summarises the Council's commitment to good design. The preparation of production of Design Statements is an integral part of this. When reading the guidance set out below, reference should be made to the Urban Design Strategy and Design Code as set out in the Urban Design Framework.

What is a Design Statement?

Design Statements provide a formal mechanism to explain the design process undertaken in preparing a scheme. It should demonstrate how the particular design approach has been arrived at and why it is the most appropriate.

When preparing a Design Statement, reference should be made to the relevant Urban Design Strategy and Design Code for particular Character Areas within the Borough as set out in the Urban Design Framework.

How will a Design Statement help?

A Design Statement has benefits for the client, designers, consultants as well as the local authority. The Statement should increase design awareness, provide a sound basis for constructive negotiations and lead to a high quality development. The Statement will also help individuals and the local community to understand why a particular design approach has been adopted.

A Design Statement allows applicants to explain the design of their scheme in a structured way. It is an opportunity to demonstrate how the proposed design solution has been developed and how it makes a positive response to the site and its context. The importance of a thorough site appraisal cannot be over estimated.

"No two places are identical and there is no such thing as a blue print for good design. Good design always arises from a thorough and caring understanding of place and context." (By Design – Urban Design in the Planning System: towards better practice).

A clearly presented Design Statement will contribute to efficient and effective decision making and lead to an improved form of development.



Design Statements

When a Design Statement is required

A Design Statement **will** be required for the following types of applications:

- Residential developments (10 dwellings and above).
- Major retail, commercial and industrial developments as defined in the Town and Country Planning (General Permitted Development) Order.
- Significant developments located in the town centres of South Shields, Jarrow and Hebburn.
- Significant developments located in or adjacent to a Conservation Area, or affecting a listed building or its setting.
- Significant developments on or adjacent to sites of ecological or landscape importance including SSSI's, greenbelt developments and developments adjacent to the coast.
- Redevelopment of institutions, including former hospitals and school sites etc.



Design Statements

A Design Statement **may** be required for the following types of development (applicants should check with the relevant Development Control case officer).

- Developments at key focal points, along movement corridors or sites of particular townscape / landscape sensitivity.
- Pre-application enquiries where a Design Statement will be required.

Checklist for Design Statement

The following checklist presents a framework for the preparation of a Design Statement. It will help identify priorities and ensure nothing of importance is omitted. This is a comprehensive checklist aimed at major developments .

Typically, a Design Statement will include the following sections:

- **Background information**
- **Project brief**
- **Policy review**
- **Site appraisal**
- **Design concept**

Background Information

Background information will generally include:

- Brief project description.
- Brief description of the site including ownership details, address etc.
- List of the project team including developer / architect / landscape architect / urban designer / agents / planning advisors etc.
- Photographs of the site including aerial photograph and the surrounding area (this information may form part of the site appraisal).



Design Statements



Aerial photograph of site boundary

Project Brief

The project brief should clearly set out the aims and aspirations of the client and demonstrate how the principles of good design will be applied. Generally, it will include a series of statements relating to the following issues:

Development proposals

- What type of development is proposed?
- What is the mix of uses?
- What is the size and form of the development? For residential developments, how many units are proposed and what density will be achieved?
- Is this a phased development? Are there any further developments proposed in the surrounding area?

Method of procurement

- What measures are in place to ensure a commitment to excellence in design and construction?
- How was the design team selected (architect, landscape architect, urban designer, planning consultant etc.) and what experience do they have?
- How will the contractor be selected?
- What is the project programme?

Sustainability

- Sustainability is a concept, which should permeate the whole design process. The client brief should demonstrate the concept of sustainability, in its widest sense has been identified as a key aim and objective of the development.

Design quality statement

- The design quality of all buildings and open spaces is fundamental to the success of any development. The design brief should include a statement referring to the client's aspirations of achieving design excellence.



Illustrate a phased approach



Design Statements

Functional requirements

- What are the principal functions of the development?
- How will the development meet the functional requirements of all its users?

Accessibility

- How the development will promote accessibility and fulfil access requirements of all its users?

Community

- How the views of the local community will inform the design process?
- How the development will be of benefit to the wider community and improve social cohesion?
- What measures are in place to design out crime?

Policy Review

The Design Statement should identify relevant design guidance and planning policies and indicate how they have influenced the development proposals. See 'Urban Design Framework-Further Reading' for list of relevant design guidance and policies.



Explain how and when the local community can inform the design process



Design Statements

Site Appraisal and Survey

The design process should begin with an analysis of the site and the wider area. This is factual account in the form of a written description, drawings (to scale) and photographs etc.

Typically a site appraisal and survey will involve two key stages.

Desktop Study

A desktop study will include the collection of data such as plans showing the site and its surrounding area, aerial photographs and other relevant information e.g. the identification of utilities and services, land contamination, public transport, listed buildings, sites of archaeological importance and sites of nature conservation interest etc

Site Survey

A site survey will involve the collection of data, such as townscape character, context, views and vistas, and patterns of movement. The survey will include a comprehensive photographic record of the site and its context.

Key design elements

Building Elements

The building elements which require careful attention in detailed design include:

- doors
- windows
- porches
- roof structures
- lighting
- flues and ventilation
- gutters, pipes and other rainwater details
- balconies
- garage doors
- ironmongery and decorative features
- flashings

It is vital not only to view these elements in isolation, but also to consider how they come, together to form the whole and to examine carefully the 'joins' between the elements.

The Interface Elements

The interface elements which require careful attention in detailed design include:

- bin storage
- cycle storage
- external lighting
- meter boxes
- service entries
- inspection boxes
- storage for recycling of waste
- cool storage for home deliveries
- windows and glazing
- walls, hedges, fences, and gates
- space for drying clothes

These elements need to be considered and designed as an integral part of the overall scheme.

A simple test is that if the elements are hardly noticeable then the design is successful.

Landscape Elements

The landscape elements which require careful consideration in detailed design include:

- trees, flowers, grass and other planting
- the carriageways, footways and floor scape
- cycle-ways
- kerbs
- steps and ramps
- fences, walls, hedges and gates
- inspection boxes and covers
- tree grilles
- street signage
- street lighting
- seats
- bollards
- railings
- public art
- wayleaves and easements

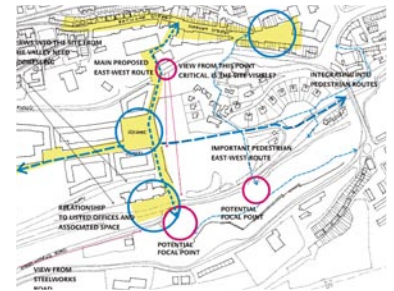


Design Statements

A comprehensive checklist for a site survey may include the following:

Context

- What land use does the development site have?
- What are the adjacent land uses?
- What are the local land use policies on the site and the surrounding area?
- What type of infrastructure exists on and around the site?
- What is the capacity of existing services available such as gas, electricity, water etc.
- What facilities are within close proximity of the site such as schools, shops, public transport etc?



Demonstrate an understanding of the local context

Geology, Contamination and Pollution

- What are the soils and geology of the area? Is a geological survey required?
- Is the ground contaminated or has the site had a previous use that may have resulted in ground contamination? Is a ground contamination survey required?
- Is there a history of mining in the area?
- Is the proposed development in an area where there are unacceptable levels of air or water pollution?
- Do any parts of the area or site suffer from noise? Is a noise survey required?



Explain the movement network

Landscape Character

- What are the physical characteristics of the site e.g. topography, orientation, existing buildings and structures and watercourses etc?
- What is the ecology of the site and the surrounding area?
- What is the microclimate of the site?
- What boundaries and barriers are there at the edge of (or within) the area or site?



Express the site's physical landscape characteristics



Design Statements

Pedestrian and Cycle-Friendly Streets

It is a useful approach to design the pedestrian environment using the 'Five C' principles:

- **Connections**

Do good pedestrian routes connect the places where people want to go?

- **Convenience**

Are routes direct, and are crossings easy to use? Do pedestrians have to wait more than 10 seconds to cross roads?

- **Convivial**

Are routes attractive, well lit and safe, and is there variety along the street?

- **Comfortable**

What is the quality and width of the footway, and what obstructions are there?

- **Conspicuousness**

How easy is it to find and follow a route? Are there surface treatments and signs to guide pedestrians?

Built Form

- How did the site and the surrounding area develop? What are the ages of buildings and structures?
- What sort of urban form does the area have?
- Is the site of archaeological interest? Is an archaeological assessment or survey required?
- What is the distinctive character of buildings and structures on the site and the surrounding area?
- What distinctive architectural features and building techniques contribute to the character of the area?
- Is any part of the site in a Conservation Area?
- Are any buildings or structures listed for their architectural or historic value?

Movement

- What is the pattern of pedestrian movement in and around the site?
- What is the area's road network?
- What public transport routes and stops serve the area?
- What facilities for cycling are there?
- What current proposals for roads, footpaths or public transport might be relevant to future development?
- Will a green travel plan be required?

Views and Vistas

- What is visible from particular points within or around the site?
- Are there any notable views or landmarks?
- What buildings or structures (on or visible from the site) stand out from the background buildings?
- Are there places or features within or at the edge of the site which are seen (or could potentially be seen) as gateways to it?



Design Statements

Design Concept

This section will include a written statement and illustrations in sketch form to demonstrate how the project brief, policy review and the site appraisal have informed the principle design concepts of the development.

The final design solution should relate to the contextual site analysis. Where there are several design options these should be explored and explained, Planning Officers will discuss these before an application is made. A Design Statement should not simply try to justify a pre-conceived design but arise from an explicit process of analysis and design.

Particular emphasis should be given to demonstrating how the key objectives of good urban design have been translated into the development proposals. These may include:

Character:

- How does the development respond to and reinforce positive elements of the local townscape and landscape character?
- How does the development establish a strong sense of place?

Built form:

- How does the development respond to and reinforce the built form character of the area?
- How does the scale, form, layout, continuity and enclosure establish an appropriate structure to the development?
- How does the development relate to the street and the public realm?

Public realm:

- Does the development provide safe, attractive and clearly defined public and private spaces?
- Does the development provide high quality amenity areas?
- What measures have been adopted to avoid the public realm being dominated by parked vehicles?
- Does the development include high quality landscape proposals? Is the landscaping easily maintained?

Movement:

- How does the development promote accessibility and permeability by making places connect and easy to move through?
- What measures are in place to make movement safe and attractive for all users?



The design concept explained in plan and 3 Dimensions.



Design Statements



Parking

- Has an appropriate amount of parking been provided?
- Has the visual impact of parked vehicles within the public realm been minimised?

Legibility:

- Is the development easy to move around? Does the development include gateways, landmarks, identifiable nodes etc?

Safety and security:

- How has safety and security been addressed? Does the development provide natural surveillance of public and private spaces?

Sustainability:

- Does development fulfil the aims of South Tyneside's Supplementary Planning Document - Sustainable Construction and Development?

Presentation

The applicant should choose the most effective form of presentation, as the contents of a Design Statement will vary according to the scale and nature of the development and the site's characteristics. A Design Statement need not be an elaborate and lengthy document.

Illustrations must be easy to understand and clearly support the text. They may consist of photographs, sketches, figure / ground diagrams, photomontages, concept diagrams, computer based images and artists impressions. The applicant may also submit models or photographs of models. The illustrations should aim to explain the design approach rather than duplicate planning application drawings. Irrespective of the scale of development, the Design Statement must be supported by good quality and easily understood graphics.

Additional supporting information may include case studies and illustrations of similar developments. These may be local, national or international examples.



Expressing the vision with models and sketches





South Tyneside Council

Further Reading

Further Reading

National Guidance

Planning Policy Statement 1: Delivering Sustainable Development (ODPM)

Planning Policy Statement 12: Local Development Frameworks (ODPM)

Planning Policy Guidance 13: Transport (DTLR)

Planning Policy Guidance 15: Planning and the historic environment (DTLR)

Regional Policy and Guidance

Building in Sustainability - A guide to Sustainable Construction and Development in the North East (Sustaine)

Leading the Way - The Tyne & Wear Economic Strategy - TyneWear Partnership.

Tyne and Wear Coastal Regeneration Strategy - Tyne and Wear Coastal Authorities.

Local Guidance

South Tyneside Unity Development Plan - Adopted Plan 1999.

South Tyneside Local Development Framework - Draft Core Strategy

South Tyneside Local Development Framework - Draft Supplementary Planning Document 1, Sustainable Construction and Development.

Community Strategy 2004 - 2007: A spirit of Change South Tyneside's Community Strategy & Local Neighbourhood Renewal Strategy.

Transforming Together: A Strategy and Action Plan for the Regeneration of South Tyneside.

From Ordinary to Extraordinary: transforming South Tyneside's Future A report by for South Tyneside Local Strategic Partnership - Comedia.

Transformation of South Tyneside's Town Centres - South Shields.

Transformation of South Tyneside's Town Centres - Jarrow.



Further Reading

Transformation of South Tyneside's Town Centres - Hebburn.

Transforming the Riverside.

Best Practice

Urban Design Compendium (English Partnerships / Housing Corporation)

Better Civic Buildings and Spaces (CABE)

Better Public Buildings (DCMS)

By Design – Urban Design in the Planning System (DTLR)

Places, Streets and Movements-Companion to Design Bulletin 32 (DETR)

Building in Context (CABE / English Heritage)

Guidance on Tall Buildings (CABE / English Heritage)

Celebrating Innovation (CABE / Rethinking Construction)

The Value of Urban Design (CABE)

What makes a good Building (Royal Fine Art Commission)

Planning Policy Guidance 3: Housing (DTLR)

By Design: Better Places to Live, A Companion Guide to PPG3 (DTLR)

Places, streets and movement: a companion guide to Design Bulletin 32: Residential Roads and Footpaths (DETR)

Planning and sustainable access (DTLR)

Streets for all (English Heritage)

Designing streets for people (UDAL & ICE)

Towards an urban renaissance (Urban Task Force)





South Tyneside Council

Urban Design
Review Committee

Urban Design Review Committee

The outline proposal is for a committee of senior officers and members, chaired by either a Directorate Head or a Councillor. The purpose of the Urban Design Review Committee (UDRC) is to ensure that all proposed works and projects by the Council or in which the Council is involved are monitored in urban design terms.

Thus, new or improved transport and traffic management schemes, open spaces and landscape walks, regeneration projects, town centre improvements, estate renewal, together with new or replacement facilities, (schools, colleges, hospitals, other health and public service uses and building; public art, street furniture, lighting, walls, fences, streetscape etc) should all be designed following an urban design appraisal and then be subject to a design review.

The reasons for this measure are:

- To ensure all public works are of a design character and quality fitting to their settings
- To ensure liaison between departments and between the different professionals in the design implementation and maintenance of all projects.
- To ensure the Council sets an example and a lead in the procurement of high quality places, architecture, landscape and the public realm.

There is another task which it is suggested the UDRC could undertake: The listing and prioritisation of 'urban quality blackspots' for attention by the Council and where appropriate others.

An external advisor to the UDRC (for example a CABI enabler) could help ensure that the urban quality objectives are pursued and that advice is given by a person independent from the pressures and priorities at a departmental level.

The UDRC could ultimately be developed as an internal consultation panel for major planning applications to provide a focused urban design response to significant development proposals.



Future Guidance

Future Guidance



New material can be added to the Urban Design Framework; for example masterplans, design briefs etc can be added to the this Implementation section, making it a dynamic evolving document useable for many years ahead.

In order to consider and implement this Framework it will be necessary for the Council to prepare a range of guidance documents for the Borough. This will come in various forms and will include: strategies, framework plans, master plans, area action plans, development briefs and all should have a strong urban design content. These are a mixture of statutory and non-statutory in purpose, but the emphasis remains the same – to improve the quality of urban design across the Borough.

A brief summary of the role and nature of each of these is given below.

Strategies:

Usually best reserved where the area is large and most of the recommendations are likely to be concerned with improvements and enhancements rather than redevelopment, e.g. town centre strategy, coastline strategy, or where the output is likely to be generic rather than specific, e.g. public arts strategy, heritage strategy.

Development Framework:

Used for large sites with a long development period and where development rather than improvement is the main expectation. A full coverage of all planning, urban design and sustainable development issues is required together with expressed principles about the development blocks and form, open space and landscape (including water), the outline uses, the access and movement proposals and phasing intentions. These exercises are frequently both a design/development exercise and a feasibility study concerned with costs, returns, development management and so on. It is suggested that this term is used by the Council rather than 'Master Plan', which frequently is also used for similar exercises. Plans and illustrations should be indicative rather than definitive of urban design and development expectations.

Master Plan:

This is a difficult term because it is used in a wide variety of situations. It is probably best to reserve this term for large schemes or substantial phases of large schemes where the output is expected to be definitive of proposals rather than indicative of possibilities/intentions. Thus, while the coverage is similar to a Development Framework, the design output should be finite, covering detailed architectural, landscape and engineering design and proposals for all other elements. The Master Plan should be an essential requirement of planning applications for major schemes.



Future Guidance

Development Brief:

This is usually issued by a local authority or development agency to developers as a means of specifying the expectations of a bid for a site. This happens in two main circumstances. The first is for a major project where a development partner is being sought. This thus sets out the planning, urban design, transportation and sustainable development parameters for the preparation of a Development Framework or a Master Plan. The second is where a financial offer for a site is being sought; the acceptability of the offer depending on compliance with the planning criteria set out in the bid. Thus the bid is accompanied by a Master Plan.

Area Action Plan:

A central proposal of the Government's new planning system is the preparation of Area Action Plans. ODPM guidance (Planning: Delivering Fundamental Change, ODPM) states

"In their statement of core policies, local authorities should be required to identify where more detailed action plans should be produced. These are most likely to focus on areas of change where site-specific policies are needed to guide development. Equally, they might address conservation areas or village plans."

PPS 12 clarifies that, Area Action Plans should be used to provide the planning framework for areas where significant change or conservation is needed. A key feature of area action plans will be the focus on implementation. They should:

- deliver planned growth areas;
- stimulate regeneration;
- protect areas particularly sensitive to change;
- resolve conflicting objectives in areas subject to development pressures; or
- focus the delivery of area based regeneration initiatives.

In areas of change, area action plans should identify the distribution of uses and their inter-relationships, including specific site allocations, and set the timetable for the implementation of the proposals. Further guidance, such as the layout of uses within these allocations and design requirements etc, may be provided in the relevant area action plan or in one or more supplementary planning documents in the form of a master plan.



Future Guidance



Community Involvement:

The validity and acceptability of new proposals is dependent upon the level and form of consultation undertaken. “Delivering Fundamental Change” places great emphasis upon the “Statement of Community Involvement”. Thus the involvement of the community needs to be planned into the use and adoption of the instruments outlined above.

Planning System:

The Local Development Framework should be in the form of a ‘folder’ of documents for regular updating. The LDF folder will include ‘Development Plan Documents’ and can include Supplementary Planning Documents. Thus as various strategies, plans and briefs are produced, they can be added to the LDF. Thus, the new system is enabling of an approach whereby urban design is an integral part of planning policy.



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South Tyneside Council