

East Boldon Design Code

February 2021



Quality information

Project role	Name	Position	Action summary	Signature	Date
Review / QB Update	Chris Wiseman	Principal Landscape Architect and Urban Designer	Revisions based on EBNF Feedback	Chris Wiseman	03-02-2021
Review	John Wilkinson	Neighbourhood Planning Officer, Locality	Final Draft Review and Approval		21-05-2020
Review / QA	Laura Fogarty	Town Planner, AECOM	Final Draft Proof Read	Laura Fogarty	07-05-2020
Technical Lead / QA	Ruth Mauritzen	Associate Director	Final Draft QA Review / Approval	Ruth Mauritzen	05-05-2020
Review / Site Visit	Chris Wiseman	Principal Landscape Architect and Urban Designer	Revisions based on EBNF Feedback	Chris Wiseman	04-05-2020
Qualifying body	Dave Hutchinson	East Boldon Neighbourhood Forum (Secretary)	Second Round Comments on First Draft		06-04-2020
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Project Director	Ben Castell	Director - Design, Planning and Economics	Review of First Draft	Ben Castell	11-02-2020
Technical Lead / QA	Ruth Mauritzen	Associate Director	First Draft QA Review / Approval	Ruth Mauritzen	06-02-2020
Researcher / Site Visit	Christine Stannage	Consultant Landscape Architect	Research, Drawings	Christine Stannage	28-01-2020
Review / Site Visit	Chris Wiseman	Principal Landscape Architect and Urban Designer	Research, review	Chris Wiseman	28-01-2020
Project Coordinator	Mary Kurcharska	Principal Consultant, Policy and Appraisal	AECOM Project Coordination		

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Introduction

1



1. Introduction

1.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide consultancy support to East Boldon Neighbourhood Forum in respect of a design code to inform future developments within the area.

1.2. Objectives

The main objective of this report is to develop design guidance in the form of a Design Code, for the Neighbourhood Plan. This is intended to be used by developers to inform and influence the design of future developments, so that they provide a 'good fit' with the Neighbourhood Plan Area.

This document provides coding to inform different aspects of development, including; working with the site character and its context, creating well defined streets and attractive neighbourhoods, external spaces and the public realm .

1.3. Process

This report builds on the existing work of East Boldon Neighbourhood Forum on the development of their Neighbourhood Plan, which has been underpinned by a series of public engagement detailed within Section 2.1 (Page 13).

An inception meeting and a site visit with members of the East Boldon Neighbourhood Forum was undertaken on 21/11/19. The following steps were agreed with the Forum to produce this report:

- Review of reference papers provided by East Boldon Neighbourhood Forum which provided background information on the area and key issues;
- Site walkover and analysis;
- Preparation of design codes to be used to inform the design of future developments within the East Boldon Neighbourhood Plan Area;
- Issue of a draft report with design codes to the Forum for review and comment; and
- Issue of final report.

1.4. Purpose

This document is an annex to the Neighbourhood Plan. Its purpose is to add depth and illustration to the Plan’s policies on design and growth, offering guidance on the community’s expectations. There is increasing need for additional housing in East Boldon and this guide has been developed to ensure it meets high standards and responds to the character of the local area.

The National Planning Policy Framework (NPPF; 2019), accompanying National Planning Practice Guidance, and National Design Guide, promote good design as a key aspect of sustainable development and to create better places in which to live and work (NPPF, pp.124). The NPPF also states that “neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development” (pp.125); this document does that for East Boldon.

The design code will be a valuable tool in securing context-driven, high quality future development. They will be used in different ways by different actors in the planning and development process.

1.4.1. Policy Context

This document sits within the wider UK planning policy context and should be read in conjunction with all other relevant statutory policy and guidance. This will include but is not limited to the emerging East Boldon Neighbourhood Plan, the South Tyneside Local

Development Plan and the National Planning Policy Framework.

Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above Local Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan’s policies are aligned with national policy and non-statutory best practice on design.

The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design

(architecture, placemaking etc.) and finish; and the state of the market at the point of marketing the properties. The guidelines herein constitute place making principles and guidance to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

1.4.2. Using the code

Illustrations and dimensions are provided throughout the document to demonstrate spatially how the Codes can be applied to development. These are not intended to be prescriptive. For example, the suggested dimensions for highways works must comply with relevant Highway standards.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Code as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Code should be discussed with applicants during any pre-application discussions. Where planning applications require a Design and Access Statement, the Statement should explain how the Design Guidelines have been followed.
Town and parish councils	As a guide when commenting on planning applications, ensuring that the Design Code is complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

The table above summarises how different actors will use the design guidelines presented in this report in the development process.

1.5. Context

1.5.1. Area of Study

The study area for this Design Code covers the East Boldon Neighbourhood Plan Area (see Figure 1) which is located within the Cleadon and East Boldon Ward, and a small area of the Boldon Colliery Ward of the Borough of South Tyneside, Tyne and Wear.

The Neighbourhood Plan Area designation was approved by South Tyneside Council in January 2018.

East Boldon is part of the group of 'Boldons' settlements located on a key route between Newcastle and Sunderland. The Neighbourhood Plan Area is made up of mostly residential properties and contains approximately 1800 households. The Neighbourhood Plan Area includes the village settlement and surrounding agricultural land¹.



Figure 1: Study Area

1.5.2. Conservation Area, Built-form Character and Natural Environment Studies

This Design Code seeks to add guidance in respect of design quality and local distinctiveness for new development. It does not supersede or replace other published technical guidance and / or planning policy or supporting documentation.

Other relevant development / design guidance and reports include (but are not limited to):

- East Boldon Neighbourhood Plan and Background Papers, including the Community Character Statement and the 2 Architectural Survey documents;
- North of England Civic Trust on behalf of South Tyneside Metropolitan Borough Council, February 2006, 'East Boldon Conservation Area Character Appraisal';
- South Tyneside Council, April 2009, 'SPD 15: East Boldon Conservation Area Management Plan';
- South Tyneside Council, March 2012, 'South Tyneside Council Landscape Character Study';
- South Tyneside Council, November 2005, 'South Tyneside: Urban Design Framework'; and
- South Tyneside Council, 2011, South Tyneside Locally Significant Heritage Assets (SPD21).

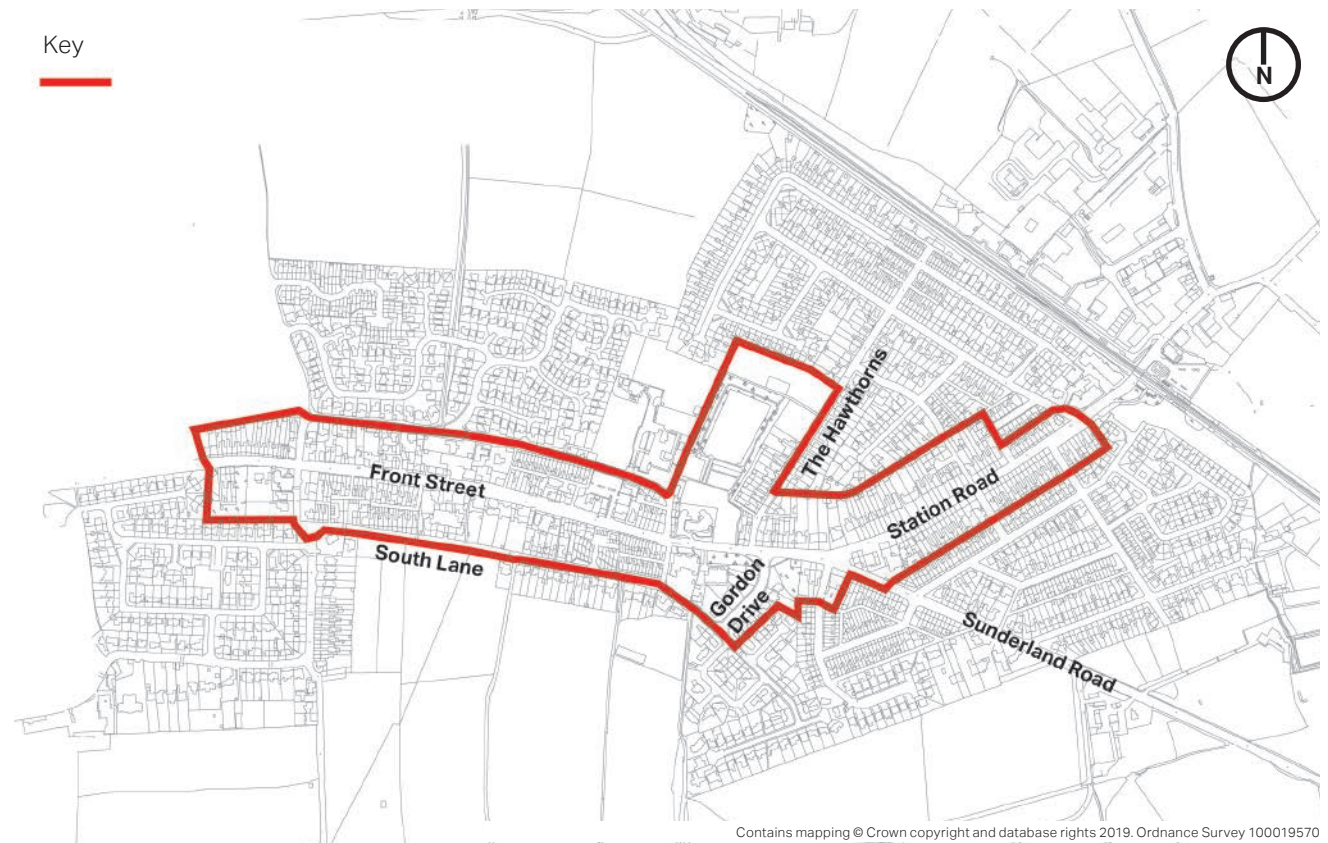


Figure 2: East Boldon Conservation Area, from South Tyneside Council, April 2009, 'SPD 15: East Boldon Conservation Area Management Plan'

1.5.3. Density

Density is a measure by which the intensity of land use within a given area can be quantified. It is typically applied to residential contexts for a simple comparison of housing layouts.

There are a number of means by which to measure density. A standard measure is simply the number of units (dwellings) per hectare (dph); this approximates a 'gross density' i.e. it includes built plots, roads and other hard landscape areas, open space, and areas of soft landscape. It does not account for multiple occupancies / building heights, nor does it consider population.

Figure 3 is derived from South Tyneside District Council (2012) 'Distribution of Residential Properties in South Tyneside', and illustrates the approximate range of densities found across East Boldon .

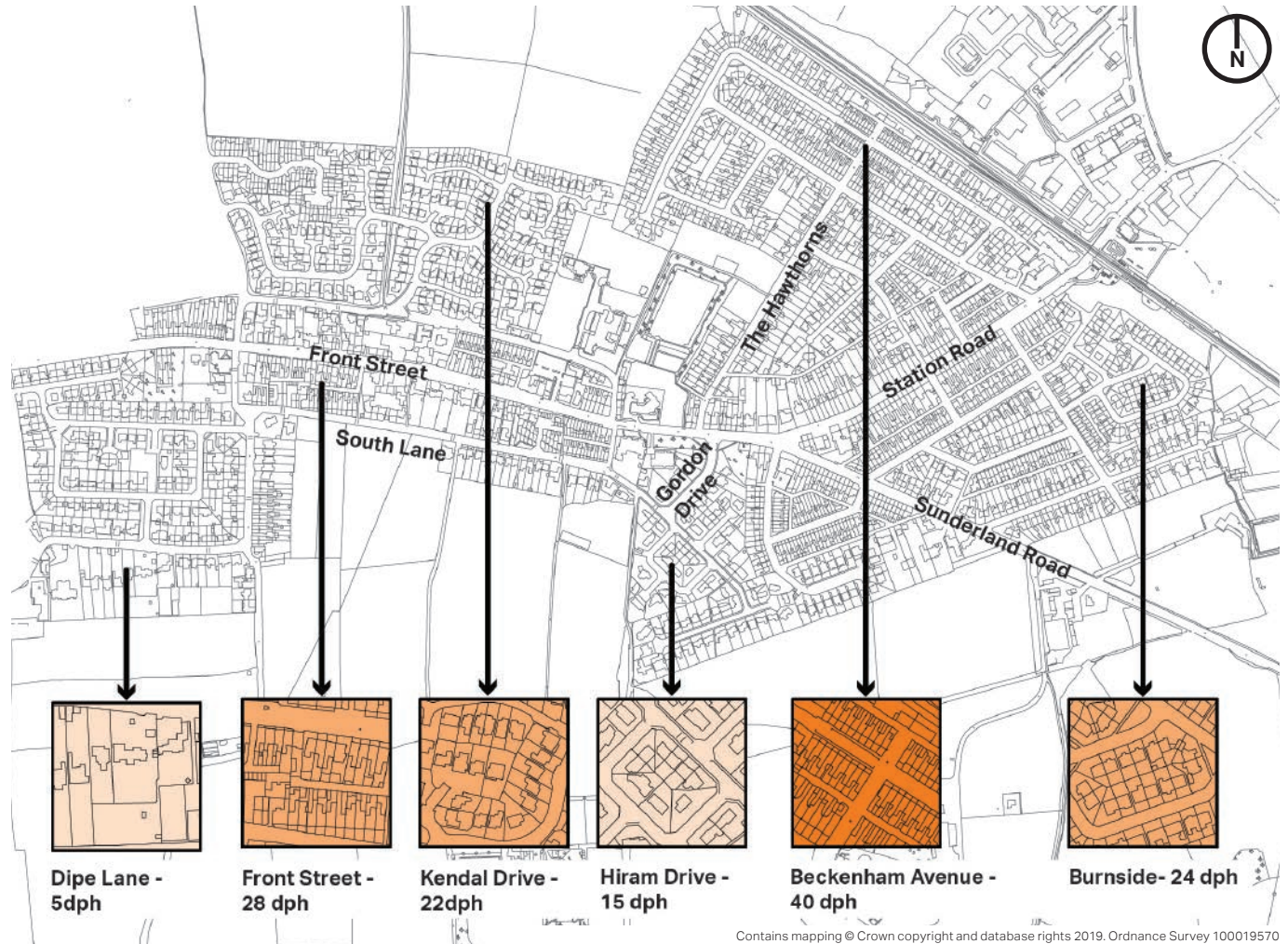


Figure 3: Building Density

1.5.4. Typology

Figure 4 is derived from South Tyneside District Council (2012) 'Distribution of Residential Properties in South Tyneside'.

The most frequent typologies found in East Boldon include a mix of detached housing particularly in more recent development, terraced housing, along primary and secondary streets, semi-detached houses, and detached and semi-detached bungalows often concentrated in more peripheral areas.

The core of East Boldon is generally defined by terraced buildings, albeit with more varied building typology, including flats, civic buildings, and commercial buildings.

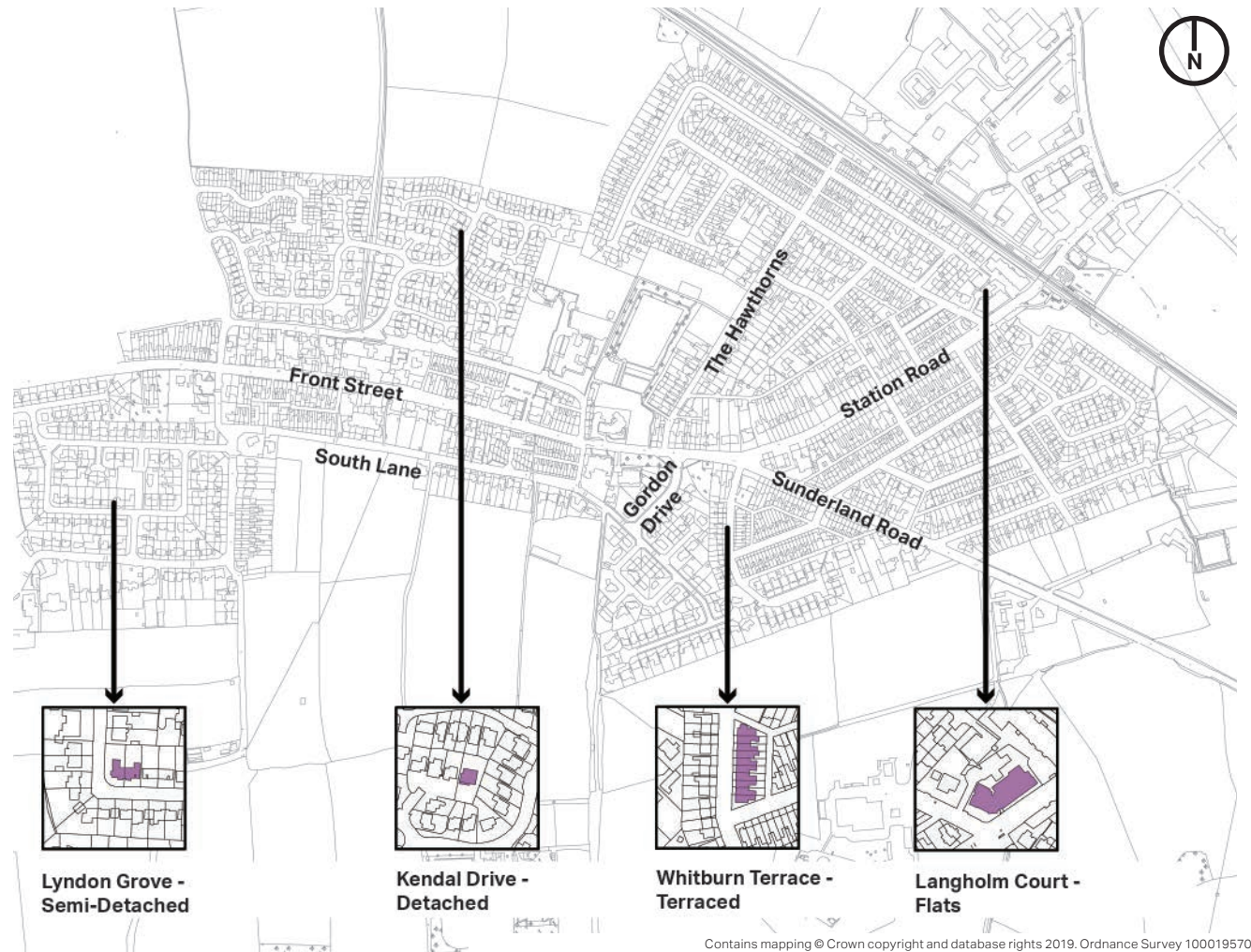


Figure 4: Typology

1.5.5. Streets

This section of the Design Code intends to describe the principle routes through East Boldon and how, in turn, this informs the urban form and character.

Figure 5 illustrates the perceived hierarchy of streets in the village (the widest lines indicating primary streets), and photos that illustrate their character.



Figure 6: Front Street (A184)



Figure 7: Station Road (B1299)



Figure 5: Hierarchy of streets



Design Objectives

2

2. East Boldon Neighbourhood Forum: Summary of Community Consultation

This section summarises the work undertaken by East Boldon Neighbourhood Forum to establish a set of formal objectives for the Neighbourhood Plan.

2.1. East Boldon Neighbourhood Forum - Summary of Community Consultation

Following a community consultation event in 2017, an application was made to South Tyneside Borough Council to establish a Neighbourhood Forum for East Boldon. Formal recognition followed in January 2018.

Using the feedback from its first community consultation event in 2017, East Boldon Neighbourhood Forum (EBNF) identified several Design Objectives (described subsequently) which best summarised the aspirations and concerns of the people who work and live in the area. These were then used as the basis for a further consultation event in June 2018 and given overwhelming endorsement by those who attended.

More detailed consultation followed in March and June 2019. The March consultation event examined the objective areas relating to the Vision, Natural Environment, & Housing. 77 people completed the EBNF June 2019 consultation event questionnaire and these conclusions focused on the 5 main question areas:

1. Community Well-being;

2. Local Economy;
3. Built & Historic Environment,
4. Transport & Movement; and
5. Flooding & Sustainable Drainage.

Since its establishment and the last consultation event, members of the Forum have been working to have a conversation with the wider community, including businesses, to ensure that the views of as many stakeholders as possible are represented by the East Boldon Neighbourhood Plan.

2.2. East Boldon Neighbourhood Forum – Design Objectives

The following broad 'Design Objectives' have been defined by the EBNF through engagement with the local community, as described above.

- **SETTING:** Deliver a built environment of the highest quality which is empathetic and sensitive to the characteristics of East Boldon.
- **DESIGN:** Create inspiring, sensitive design and avoid bland, extensive, and repetitive housing development.
- **SUSTAINABILITY:** Create a built form which can accommodate sustainable living and provides a public realm that encourages people to walk and cycle to local destinations including local centres, schools

and parks, along attractive safe, direct routes, and whenever possible maximise the opportunity to use public transport.

- **HOUSING PROVISION:** Deliver a range of accommodation and a mix that will help foster a strong sense of community and reflects the needs of East Boldon residents.
- **ACCESSIBILITY:** Ensure that new development successfully integrates with adjoining areas and provides street patterns and pedestrian routes which are easy to navigate, accessible to all, and promote community interaction.
- **ENVIRONMENT:** New development must be sensitive to the existing habitat and biodiversity of the area. It must provide high-quality landscaping, including tree planting, and a comprehensive and interconnected network of green infrastructure which links and complements the green spaces and community assets, especially those identified by the Neighbourhood Plan. It must provide design solutions that help to promote wildlife.

Design Questions

3



3. Design Questions

This section provides a set of general questions which should be considered as a first step when assessing a design proposal. As the design codes cannot cover all design eventualities, these questions have been prepared based on established good practice, to provide a logical approach to evaluating the design of development proposals.

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. It is up to East Boldon Neighbourhood Forum to decide the ones that are relevant to each specific case.

In addition to the questions provided, those involved in the proposals for new development should refer to industry standards to measure the quality of design. For example, Homes England (2020) 'Building for a Healthy Life' is a government endorsed design guidance to help people improve the design of new and growing neighbourhoods and create healthy communities.

New development in East Boldon should also be appraised against the objectives of the East Boldon Neighbourhood Plan, as set out in Section 2.2.

3.1. General questions to ask and issues to consider when presented with a development proposal

As a first step there are a number of ideas or principles that should be present in the proposals. The proposals or design should:

- a) Integrate with existing paths, streets, circulation networks and patterns of activity;
- b) Reinforce or enhance the established town or village character of streets, greens, and other spaces;
- c) Respect the rural character of views and gaps;
- d) Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- e) Relate well to local topography and landscape features, including prominent ridge lines and long distance views;
- f) Reflect, respect, and reinforce local architecture and historic distinctiveness, having regard to the Neighbourhood Plan, its background papers including the Community Character Statement and the 2 Architectural Survey documents;

- g) Retain and incorporate important existing features into the development;
- h) Respect surrounding buildings in terms of scale, height, form and massing;
- i) Adopt contextually appropriate materials and details;
- j) Provide adequate open space for the development in terms of both quantity and quality;
- k) Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- l) Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- m) Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and
- n) Positively integrate energy efficient technologies.

Following these ideas and principles, there are number of questions related to the design guidelines outlined below.

3.1.1. Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?

- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
- What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?
- Does the street layout and design conform to good-practice principles (for example, MHCLG 'Manual for the Streets')?

3.1.2. Local Green Spaces, Views and Character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- How does the proposal affect the trees on or adjacent to the site?

- Has the proposal been considered in its widest context?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal affect the character of a rural location?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

3.1.3. Gateway and Access Features

- What is the arrival point and how is it designed?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

3.1.4. Buildings Layout and Grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?

- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

3.1.5. Building Line and Boundary Treatment

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Have the appropriateness of the boundary treatments been considered in the context of the site?

3.1.6. Building Heights and Roofline

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing, and scale?
- If a higher than average building is proposed, what would be the reason for making the development higher?

3.1.7. Household Extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, or does it have an adverse impact on neighbouring properties in relation to privacy, overbearing, or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extension, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?

3.1.8. Building Materials and Surface Treatment

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local material?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves, and roof been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?

3.1.9. Car Parking Solutions

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?

3.1.10. Architectural Details and Contemporary Design

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing, and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

A photograph showing a residential street with several houses in the background. The houses have brown roofs and white walls. In the foreground, there is a dense field of tall green plants with white flowers, possibly cow parsley. The sky is blue with some light clouds.

Design Codes

4

4. Design Codes

The following Design Codes are broadly ordered by scale from the site, to the street, to the plot. It is important that the different scales at which the codes work are cross-referenced throughout the design of new development.

4.1. Working with the site character and its context

4.1.1. Landscape: Existing Features Code EB.CC.01

- New development proposals should work with existing landscape features, for example notable or distinctive landform, contours, watercourses, hedgerows and / or trees. Such features should be retained where feasible and used to inform and enhance the layout and character of new development including buildings, streets and public open space.
- New development should ensure trees and planting have sufficient space. Buildings should be laid out in such a way that there is sufficient room for appropriate buffer zones to proposed and / or retained trees and opportunity to mature and grow to their full size and maximise the potential for canopy growth.
- New development proposals should identify the right tree species for the location and mix-and-match to encourage diversity, to ensure longevity and to provide resilience of green infrastructure within new development to pests and disease.



Figure 8: Views to notable landform/landmarks could be used to inform the layout of new developments

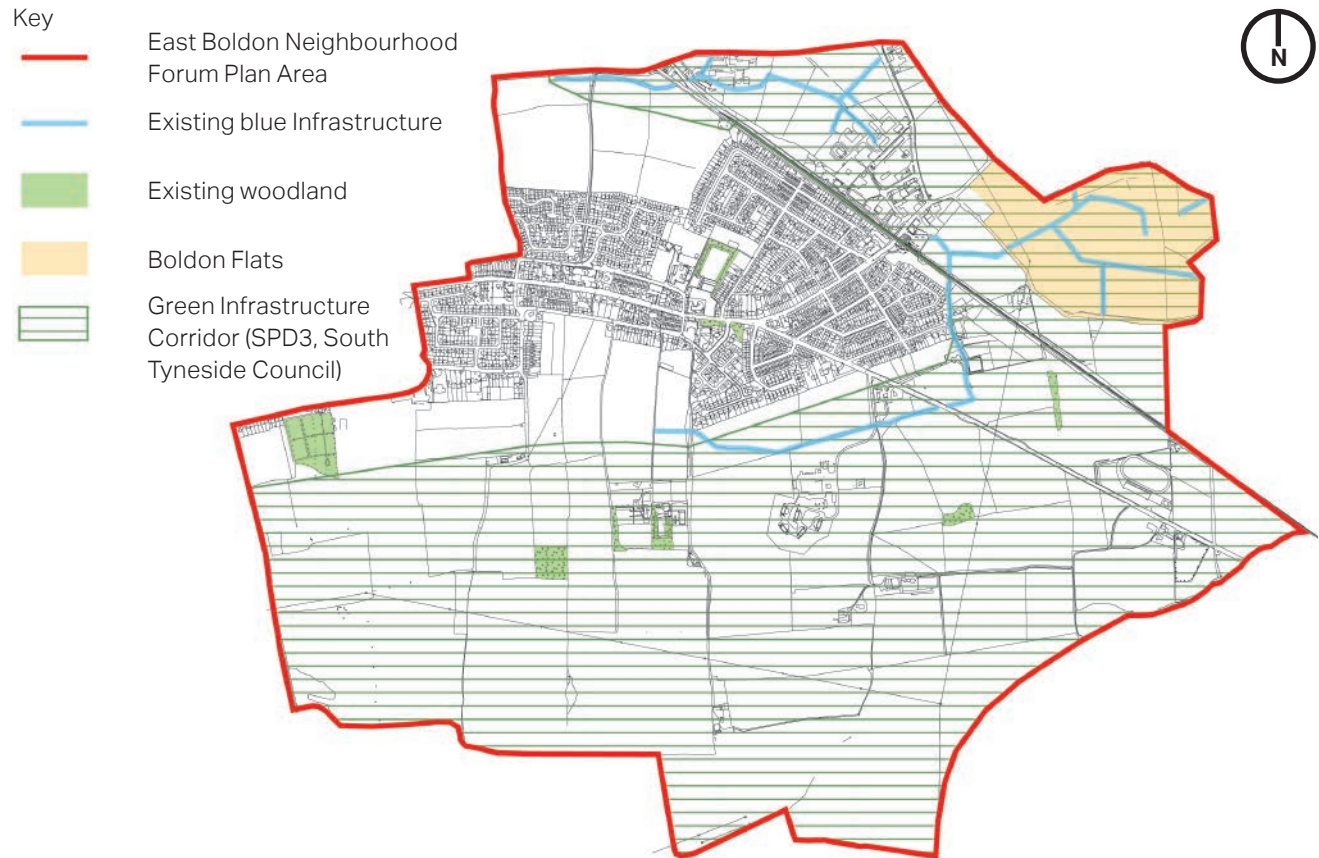


Figure 9: Shelterbelt planting along the existing settlement edge helps to integrate development with rural surroundings

- Planting within new development should consider the maintenance regime as well as the different conditions of leaf and canopy throughout the seasons.

4.1.2. Green and blue infrastructure (habitat and biodiversity) Code.EB.CC.02

- New development should seek to integrate with, join-up and enhance existing green / blue infrastructure networks adjacent to site boundaries and aim to strengthen biodiversity and the natural environment (Refer also to Code EB.CC.01).
- The locations and typology of new green/blue infrastructure delivered as part of new development should be used to enhance its setting, for example in development at the rural edge, and the quality of new public space and streets.
- Existing habitats and biodiversity corridors should be protected and enhanced.
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens.
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species.



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Figure 10: Plan of existing green and blue infrastructure features

Note: The emerging Neighbourhood Plan currently sets out a number of proposals which may amend the current green infrastructure shown.

4.1.3. Views Code EB.CC.03:

- New development should reinforce views outwards towards the rural surroundings of East Boldon.
- An indication (not exhaustive) of open views to and from the village is illustrated opposite.
- Consideration should be given to views outward from within the existing urban area.
- New development should recognise, and where feasible, incorporate opportunities for views from new public space and streets to existing landmarks, for example, to the Cleadon Hills from the north-east of the village.



Figure 12: Views from South Lane look towards the surrounding countryside

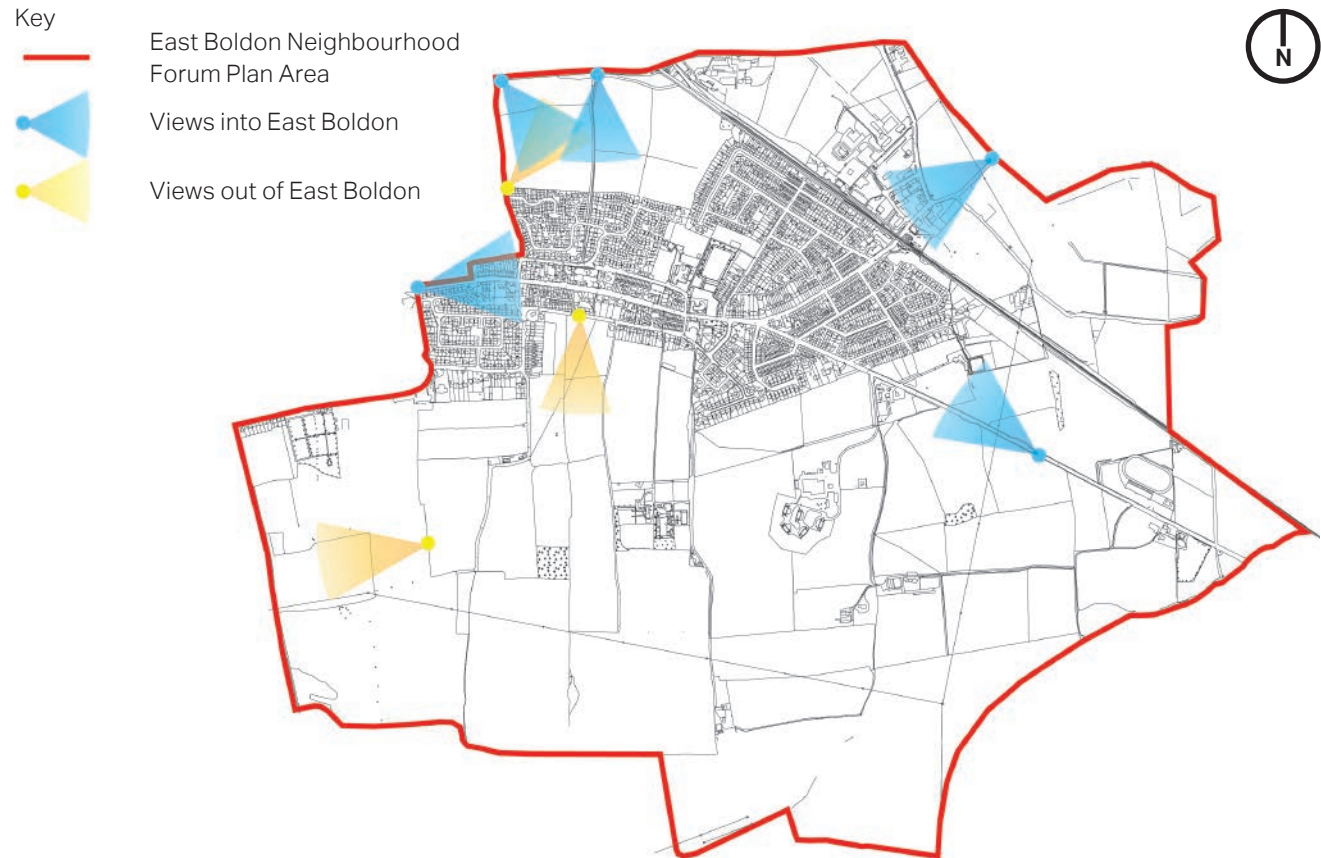


Figure 11: Indicative views into and out of East Boldon

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4.1.4. Gateways and rural edge Code EB.CC.04:

- Interfaces between the existing settlement edges and any village extension must be carefully designed to integrate new and existing communities. This is particularly important where new residential buildings will face existing residential properties that currently back onto open fields.
- Where proposed new development would define the new edge to the settlement (that is to say, where it would extend the 'leading edge' of a settlement and/ or be located at the gateway / entry to the settlement) it must demonstrate, through good urban design principles, that it responds to local landscape character and enhances the rural setting to East Boldon.
- Edges of new development must be designed to link to, rather than segregate, existing and new neighbourhoods.
- Existing landscape features, for example hedgerows and / or trees, that define the existing settlement edge should, where feasible, be integrated into the green infrastructure framework of new neighbourhoods by providing a shared back hedge (See Figure 13 and Codes EB.CC.01/02).

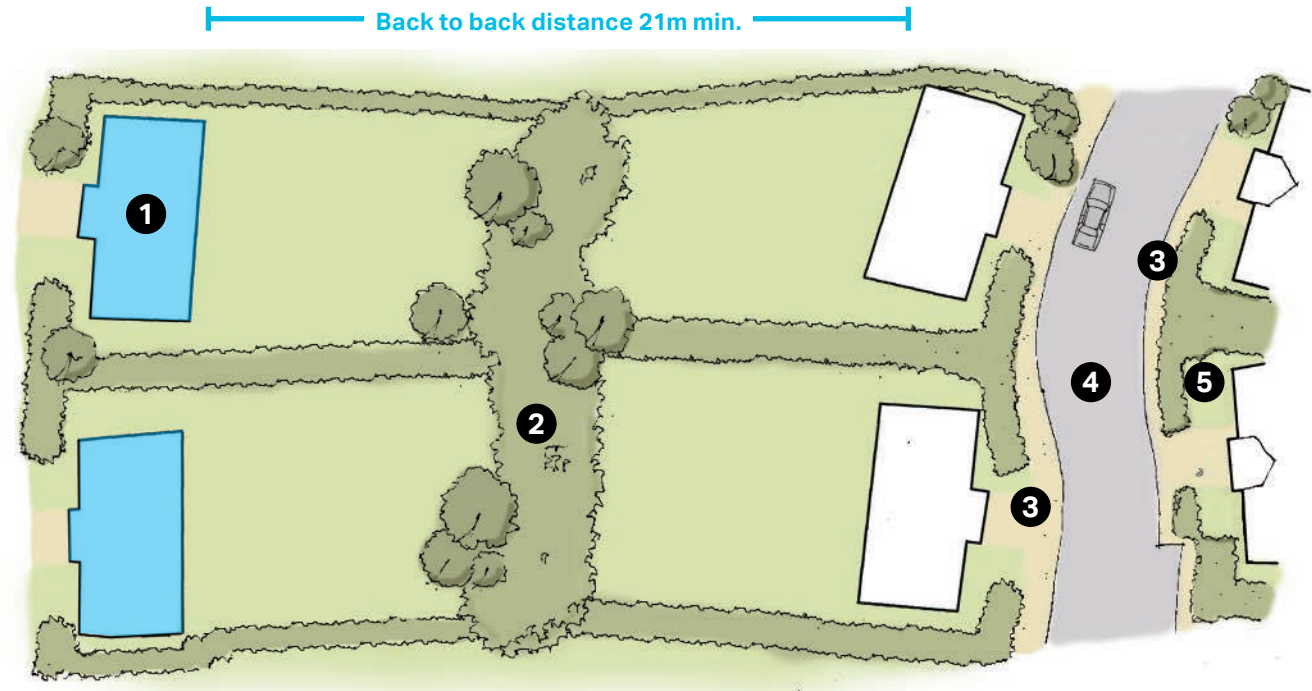


Figure 13: Sketch of potential interface between new and existing settlement

1. Existing properties.
2. Retained shared back hedges at the back of existing properties.
3. New footpaths.
4. New street.
5. New residential frontage with boundary hedges and front gardens.

- A 21m minimum back to back distance between rear windows for one or two storey properties of the same height should be provided for privacy. Additional storeys will result in a need to increase this distance by 3m per additional storey. Where properties face window-less gables the distance can be decreased to 14m. Development may vary from this distance where there are specific local constraints.

4.2. Creating well defined streets and attractive neighbourhoods, external spaces and public realm

Streets are the places where people walk, meet, and interact; they should be considered as places in their own right. They are also often the most enduring features of our built environment. An attractive public realm enhances people's quality of life and the perception of a place.

Streets must meet technical highways requirements. Within the settlement boundaries, streets should not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind and may introduce a range of traffic calming measures.

Aim to create spaces that incorporate integrated and subtle methods of traffic calming such as: narrowing down the carriageway, use of planting and build outs to incorporate street trees, use of clearly marked and allocated on-street parking areas, change of colour, change of materials, use of shared surfaces, varying the alignment of the vehicular route and use of tight junction radii.

New streets should tend to be linear with gentle meandering, providing interest and evolving views while helping with orientation. Routes should be laid out in a permeable pattern, allowing for multiple connections and

choice of routes, particularly on foot. The incorporation of cul-de-sacs should be minimised in favour of connected streets but where proposed these should be relatively short and provide onward pedestrian links. When designing turning areas at the end of roads, think of imaginative solutions that move away from formulaic responses (e.g. hammerheads at the end of a road). For example, small local square or front court could provide the turning space for refuse vehicles and HGVs whilst also creating an enclosed space to look at while not occupied by a vehicle.

The distribution of land uses should respect the general character of the area and street network, and take into account the degree of isolation, lack of light pollution, and levels of tranquillity. Pedestrian access to properties should be from the street where possible. Filtered permeability, where cars are unable to pass but pedestrians and cyclists are, is an increasingly popular way of deterring rat-running.

Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.



Figure 14: Cherry blossoms on Gordon Drive



Figure 15: Parade of shops on Front Street

4.2.1. Pedestrian Connectivity and Active Travel

Code EB.CC.05:

- This means having streets connecting with each other and creating different travel options and routes. Good practice favours a generally connected street layout that makes it easier to travel by foot, cycle, and public transport. Connected streets must provide a safe and pleasant environment at all times of the day. It is important that in the case of new developments, streets are integrated with green spaces. The aim is to provide natural surveillance, activity and paths with good sight-lines and unrestricted views which make people feel safer.
- This connected pattern creates a 'walkable neighbourhood'; a place where streets are connected and routes link meaningful places together. Short and walkable distances are usually defined to be within a 5-minute walk, or a five-mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, make sure it connects destinations and origins.
- The use of a connected pattern also helps the accessibility of service and emergency vehicles which creates a smoother operation, improved services and faster response times.
- New development must provide a network of connections that are attractive, well lit, direct, easy to navigate, well overlooked and safe. Designers must consider that a pedestrian or cycle way through an open space may be attractive as a route during daylight hours, but less so early in the evening and

during winter. Where possible, designers must ensure that all street, pedestrian and cycle-only routes pass in-front of people's homes, rather than to the back of them. Future connections to subsequent phases of new development should be considered at the outset.

- The Police Secured by Design guidelines ¹ warn against the "security of development being compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths"

¹ <https://www.securedbydesign.com/guidance/design-guides>

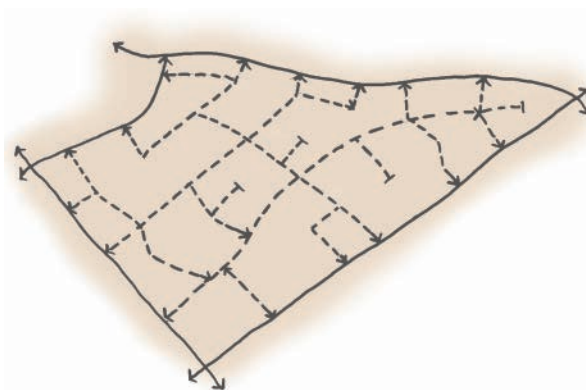


Figure 16: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

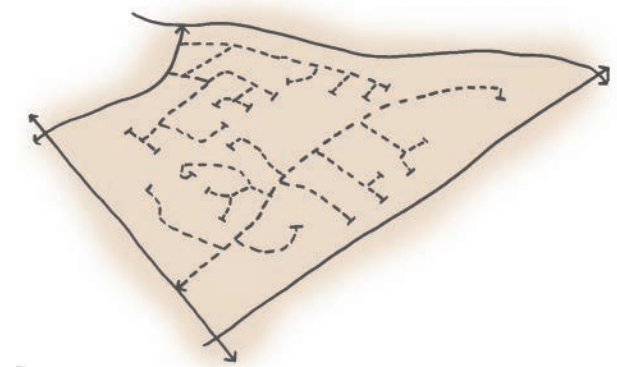


Figure 17: A layout dominated by cul-de-sacs encourages reliance on the car for local journeys. Where cul-de-sacs are used, Police guidance is that they are not connected by narrow pedestrian footpaths.

4.2.2. Streets: Primary Routes Code EB.SN.01

Primary roads are the widest neighbourhood roads and constitute the main accesses into any village extension, connecting the neighbourhoods with each other. They are also the main routes used for utility and emergency vehicles, as well as buses, if any.

- The design and character of primary roads must strike an optimum balance between their place-making role at the heart of the new community and their role as supporting through-routes.
- Primary roads must be defined by strong building lines. Blank frontages must be avoided.
- Carriageways must accommodate two-way traffic and parking bays. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays.
- The quality of the public realm must be of a high standard and consistent throughout the whole primary road, for example through the planting of trees and/or green verges along the road.
- Because primary roads are designed for comparatively higher speed and traffic volumes, they may be more appropriate locations for cycle ways that are segregated from traffic, for instance in the form of 'greenways' shared between cyclists and pedestrians.

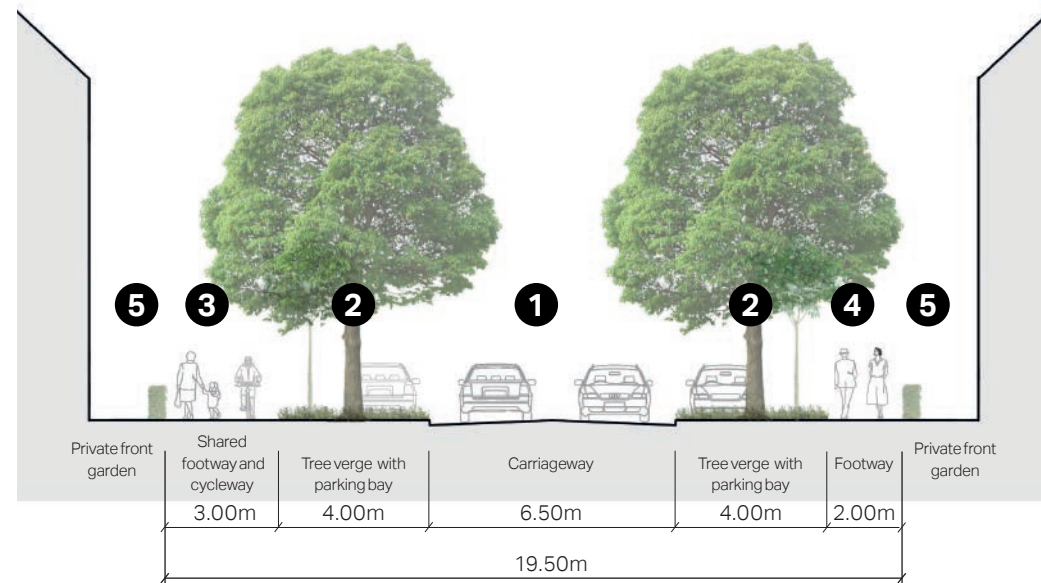


Figure 18: Section showing indicative dimensions for primary roads. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate.

1. Carriageway (village-wide traffic).
2. Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.
3. Shared footway and cycleway - cyclists to be segregated from vehicle traffic.
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

4.2.3. Streets: Secondary Routes Code EB.SN.02:

Secondary roads provide access between primary roads and neighbourhoods and clusters. They should emphasise the human scale and be designed for lower traffic volumes compared to primary roads.

- Secondary roads should accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. They may also include tree verges on one or both sides. On-street parking may consist either in marked bays or spaces inset into green verges.
- Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings.

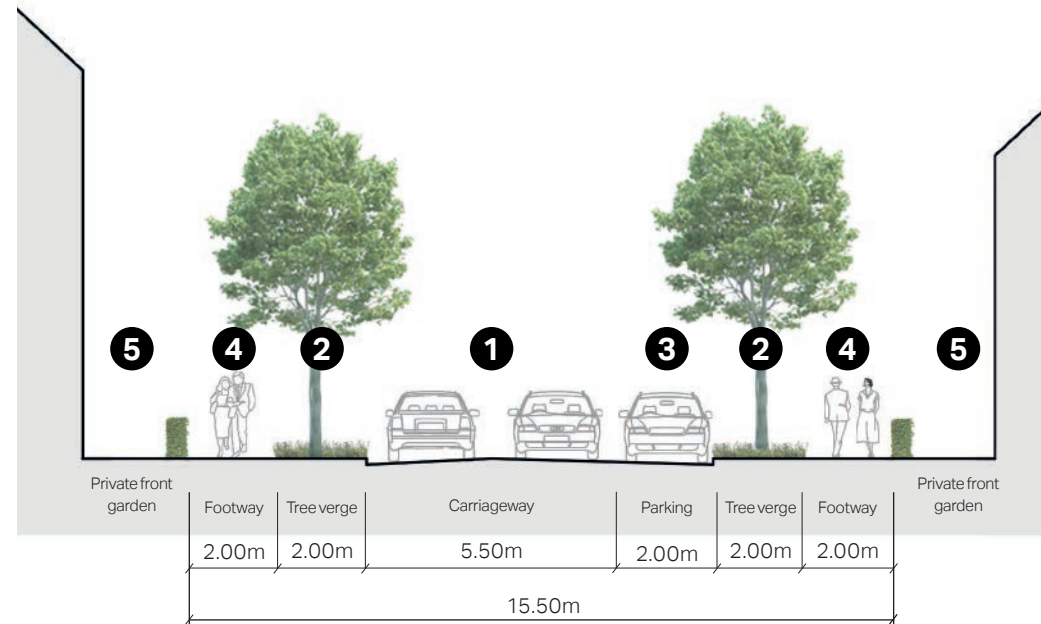


Figure 19: Section showing indicative dimensions for secondary roads. In some places tree verges may be omitted from one or both sides, and parking bays may alternate with tree verges.

1. Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations.
2. Green verge with medium-sized trees. The latter are optional but would be positive additions.
3. Parking bay (may also be inset into verges).
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

4.2.4. Streets: Tertiary Routes Code EB.SN.03:

Tertiary Roads

Tertiary roads have a strong residential character and provide direct access to residences from the secondary roads. They should be designed for low traffic volumes and low speed.

- Carriageways should accommodate two-way traffic and parking bays on both sides. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays.
- This type of tertiary road should also accommodate footways with a 2m minimum width on either side and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.

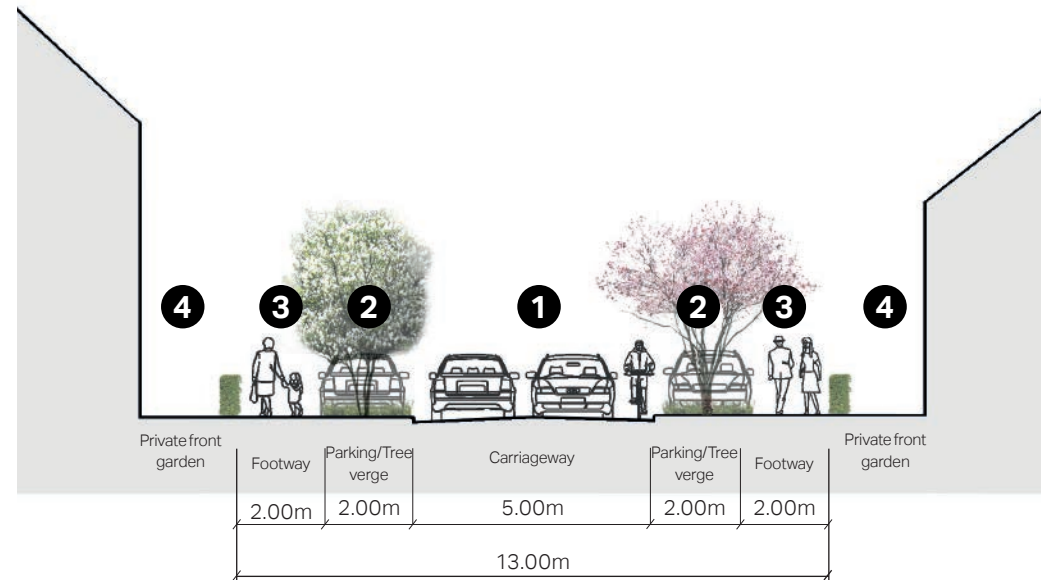


Figure 20: Section showing indicative dimensions for tertiary roads. In some places tree verges may be omitted from one or both sides.

1. Shared carriageway (local access). Traffic calming measures may be introduced at key locations.
2. Green verge with small sized trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.

4.2.5. Streets: Tertiary Routes Code EB.SN.04:

Lanes/Private Drives

Lanes and private drives are the access-only types of streets that usually serve a small number of houses.

- They must be minimum 6m wide and serve all types of transport modes including walking and cycling and allow enough space for parking manoeuvres.
- Opportunities to include green infrastructure, for example hedges, and/or private gardens to soften the edges must be incorporated.

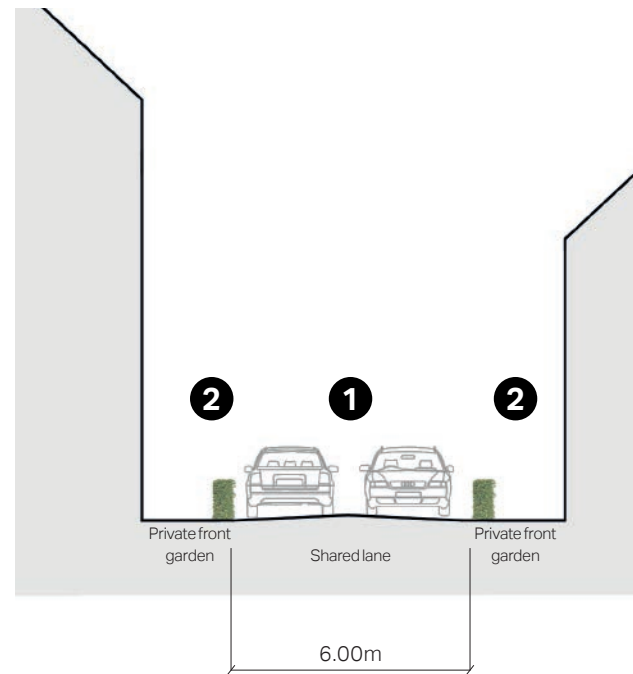


Figure 21: Section showing indicative dimensions for lanes and private drives.

1. Shared lane (local vehicle access, cyclists, and pedestrians).
2. Residential frontage with front hedges and gardens.

4.2.6. Streets: Tertiary Routes Code EB.SN.05:

Edge Lanes

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other.
- Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Low upstand kerbs, variations in paving materials and textures can be used instead of high upstand kerbs or road markings.

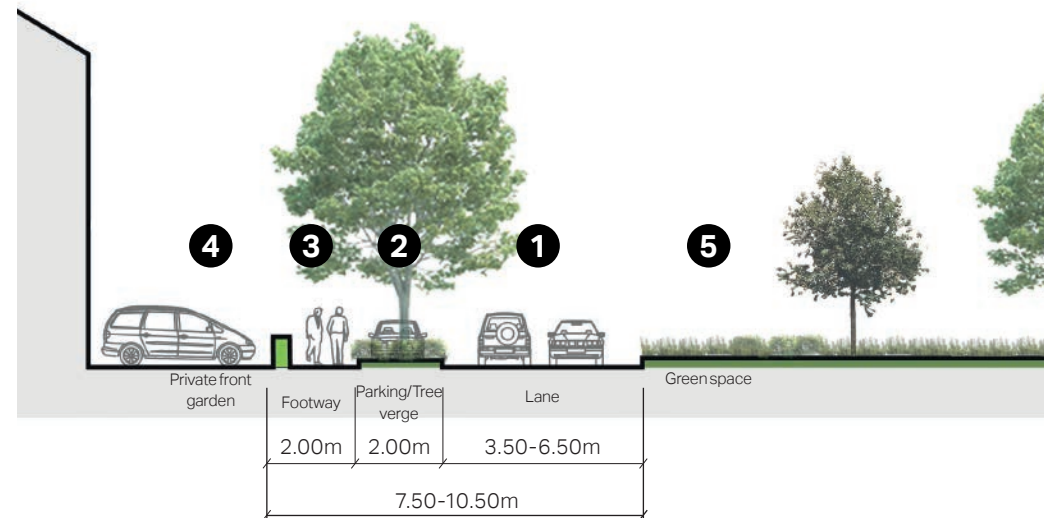


Figure 22: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

1. Shared lane (local access) - width to vary.
2. Green verge with trees. The latter are optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.
5. Green space.

4.2.7. Vehicle parking Code EB.SN.06:

Parking areas are a necessity of modern development. Parking provision should be appreciated as integral to the exercise of creating distinctive places through good urban design. Example arrangements are shown for illustration, and should be developed in tandem with other government endorsed standards for the development of new houses and communities, for example Building for a Healthy Life.

When needed, residential car parking can be a mix of on-plot side, front, garage, and complemented by on-street parking. Car parking design should be combined with landscaping to make the presence of vehicles less obvious. Parking areas and driveways should, where feasible, contribute to surface water management, for example using permeable paving.

On-street Parking

- On-street parking should be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.
- Parking bays can be inset between kerb build outs or street trees. Kerb build outs between parking bays can shorten pedestrian crossing distances and can be used to host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay to avoid impeding traffic.
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be marked by paving material changes instead of markings. This provides drivers with indications of where to park, so that parked vehicles do not impede motor vehicle or foot traffic.
- Opportunities should be created for new public car parking spaces to include electric vehicle charging points. Such provision should be located conveniently throughout the town, and sited / designed to minimise street clutter.

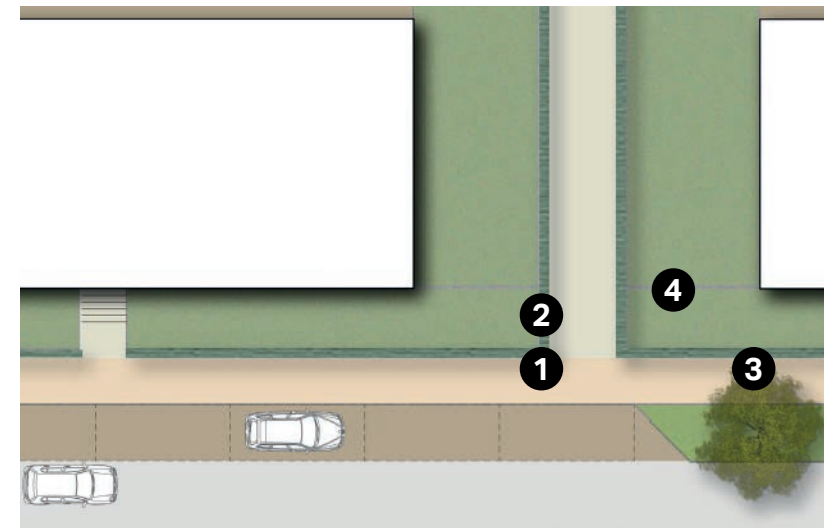


Figure 23: Illustrative diagram showing an indicative layout of on-street inset parking.

1. On-street parking bay inset between kerb extensions.
2. Footway - additional green verge if street width permits.
3. Planted kerb extensions - width to be sufficient to fully shelter parking bay. Trees are optional but would be positive additions.
4. Boundary hedges.

On-Plot Side or Front Parking

- On-plot parking can be visually attractive when it is combined with high quality and well-designed soft landscaping. Front garden depth from pavement back should be sufficient for a large family car.
- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high-quality paving materials between the private and public space.
- Hard standing and driveways should be constructed from porous materials to minimise surface water run-off.

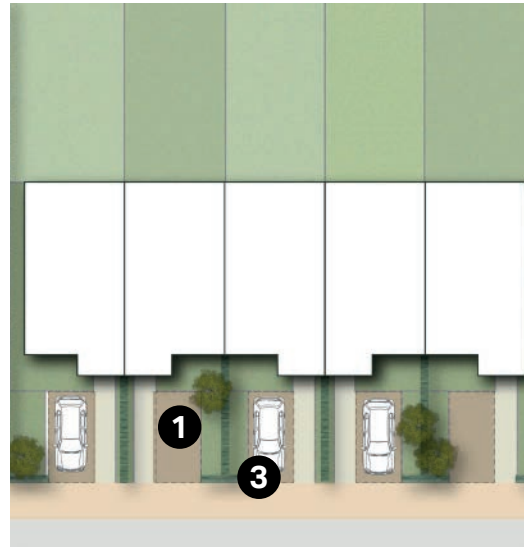


Figure 24: An illustrative diagram showing an indicative layout of on-plot front parking.

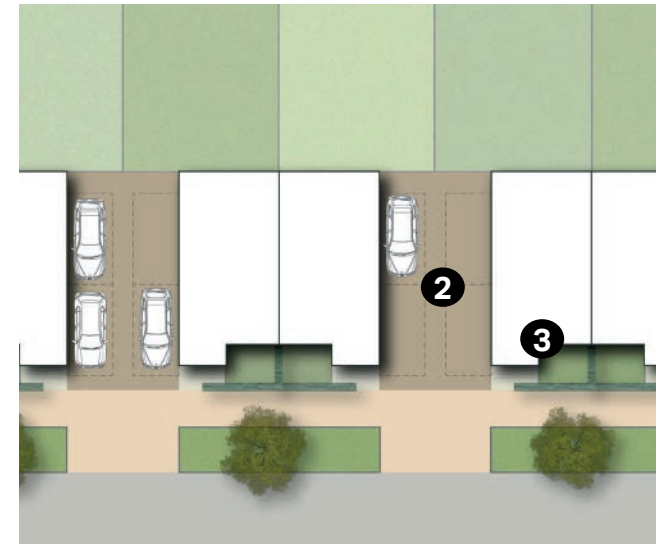


Figure 25: An illustrative diagram showing an indicative layout of on-plot side parking.

1. Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.
2. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
3. Boundary hedges to screen vehicles and parking spaces.

On-Plot Garages

- Where provided, garages should be designed either as free-standing structures or as additive form to the main building. In both situations, it should reflect the architectural style of the main building, and visually be an integral part of it rather than a mismatched unit.
- Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they should be designed accordingly.
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.
- Garages should be large enough for a modern car to fit into them and if smaller should not count as a parking space.
- Suggested minimum size for a single garage 3m wide x 6.1m long with a door width of 2.7m.
- Considerations should be given to the integration of bicycle parking and/or waste storage into garages.

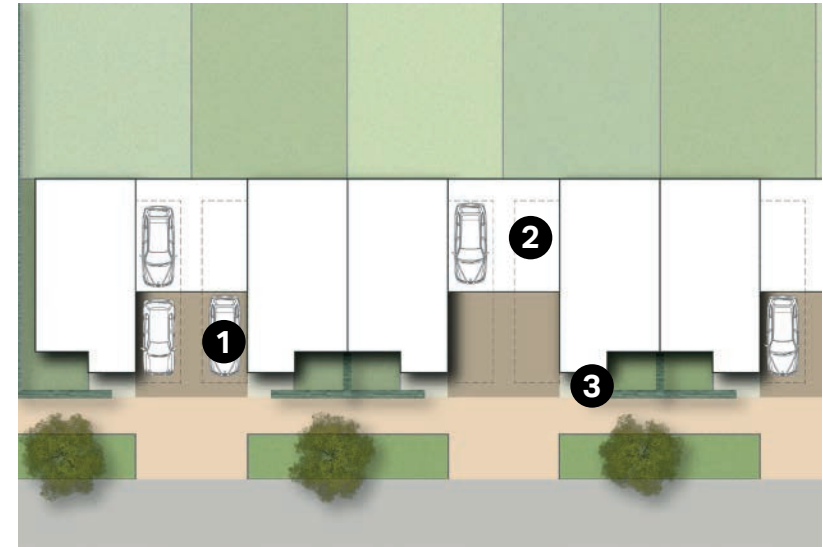


Figure 26: An illustrative diagram showing an indicative layout of on-plot side parking.

1. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
2. Garage structure set back from main building line. Height to be no higher than the main roofline.
3. Boundary hedges to screen vehicles and parking spaces.

4.2.8. Landscape: Street Trees Code EB.SN.07:

Aside from their environmental benefits, trees on streets contribute to the character and pleasant feel of the neighbourhood. The following are general guidelines to observe when placing trees as part of the street scene. These are aspirational guidelines and dimensions given are only for illustration. Early discussion with the Local Authority and highways consultees should be carried out to find the best balance to ensure the street function and the longevity of trees.

- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Consideration of overhead utilities and lighting should inform the siting and selection of trees from an early stage to ensure successful future growth, management, and maintenance needs;
- The size of tree pit should be sufficient to ensure that trees can thrive. Engagement with underground utilities providers should be undertaken to reduce risks to tree health posed by future maintenance work;
- Aim to provide a diverse mix of species to ensure resilience and avoid cross contamination should disease and / or pests affect particular tree species; and
- The location of street trees should consider the needs and requirements for pedestrian movement and those of vehicular users.

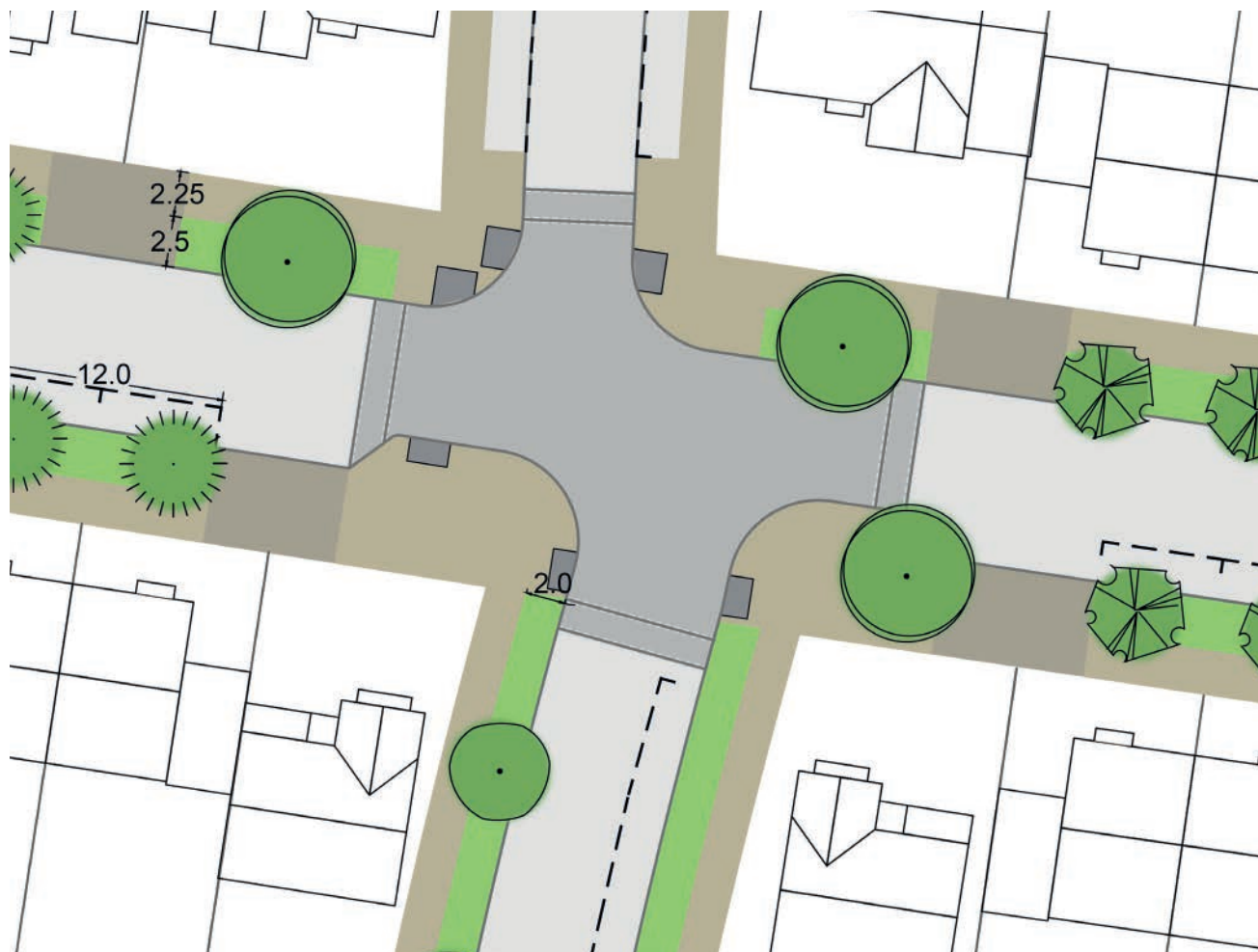


Figure 27: Diagram showing a typical neighbourhood junction with trees and their relationship with properties, parking spaces as well as tree-pit and verge sizes (dimensions shown given in metres). These dimensions are indicative only and not all locations will have ideal conditions, thus a discussion with the Local Authority and highways team should be carried out.

4.2.9. Landscape: Public open space and play Code EB.SN.08:

Open spaces and play areas play a vital role in creating a positive urban environment. These are places fostering community and gathering; thus, creating lively places in the neighbourhood. All open space should have a purpose and be of a size, location and form appropriate for the intended use, avoiding space left over after planning or pushing open space to the periphery of development.

Landscape should not be used as a divisive measure between new and existing development however, green buffer zones which distinguish between older and new development are acceptable. This can be achieved by procuring a landscape consultant early on in the design process (See also code EB.CC.04).

New and existing landscapes and open spaces should be located within walking distance from their intended users. If appropriate, these should be linked to form connected green networks. The networks are often more useful for visual amenity, recreational use, and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surface, and streets. Tree lined avenues can achieve a visual and physical connection to open space (See 4.2.8).

Open spaces need to offer choice and be inclusive for a variety of users. For example, outdoor gym equipment, productive gardens, vertical gardens, allotments, etc. offering choices will encourage a healthier lifestyle. Do not

forget the importance of quiet spaces where people can simply be (relaxation and contemplation/mindfulness).

'Surrounding buildings should overlook play areas and public spaces and where possible and appropriate (see Figure 28). Make them central to the neighbourhood or part of the neighbourhood in order to encourage social gatherings. If play areas are proposed or required, the location of play spaces needs to take into account the surrounding context. Factors to consider will be the intended age of the children using the play space, the size of it, the type of equipment and the proximity to existing residential properties.

Reference should be made to existing national guidance on inclusive play. 'When designing and planning play areas, shaded and accessible seating areas for carers should be considered. Play areas could also include elements relating to nature and landscape. The equipment and fittings considered should be of high quality, durability and conforming to the relevant standard as defined by the Local Authority.

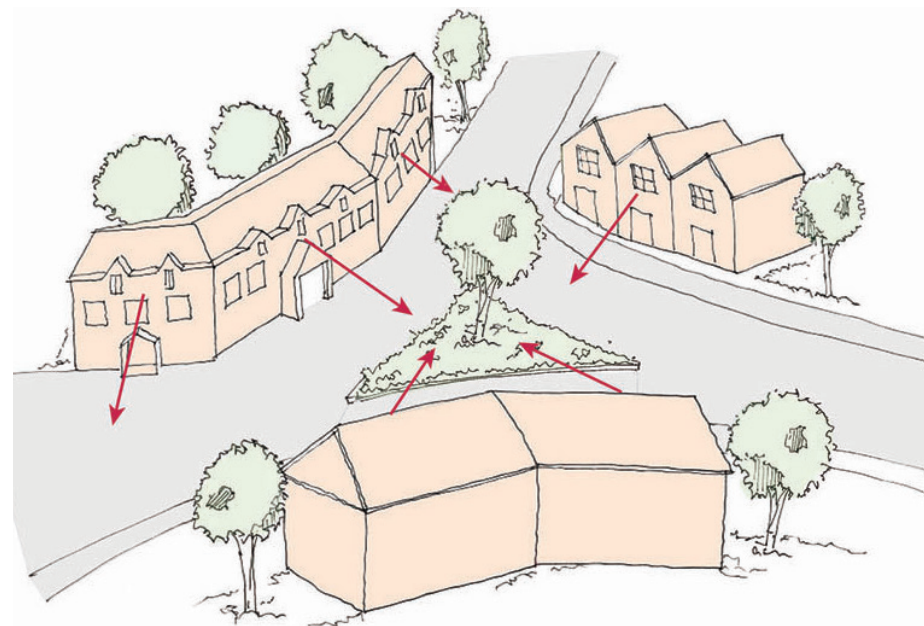


Figure 28: Diagram and example of an overlooked public space

4.2.10. Landscape: Placemaking Code EB.SN.09:

Street furniture includes street signs, posts, luminaries, light columns, seating, post boxes, bins, cycle racks, bollards as well as items designed to house utilities.

For the purpose of this Design Code, the following considers typical features such as manholes, meter casings and other parts of utilities used to house, or cover said utilities.

Some of these elements are governed by specific standards and their aesthetics or format cannot be changed. However, if the possibility for customisation is an option, the following guidelines should be followed:

- Consider the location of street furniture and routes of utilities from the early stages of the design process;
- Analyse how all the elements will be seen and perceived when placed and viewed at once;
- Aim to make them pleasant;
- Provide seating places in convenient and gathering spaces;
- Boxes containing utilities and meters should be concealed by using or housing them with similar materials as those used in the public realm;

- If due to size or technical reasons, these cannot be concealed, celebrate them with a bold design that celebrates the place;
- Make street furniture and signage contribute to the street scene;
- If appropriate create a palette of street furniture and signage that is complementary and is likely to stand the test of time.



Figure 29: High quality, place specific village signage in West Boldon



Figure 30: Example of high quality, place specific street furniture in Leicester

4.3. Creating Attractive Neighbourhoods

4.3.1. Pattern and layout of buildings Code EB.H.10:

The following codes provide guidance as to how pattern and layout can be used to create a sense of place.

- The Design Objectives defined by East Boldon (Section 2.2) reinforce the approach of government endorsed standards for the development of new houses and communities - Building for a Healthy Life. The Objectives state that design should 'Create inspiring, sensitive design and avoid bland, extensive, and repetitive housing development'. To achieve this, new development proposals must comprise a variety of dwelling types. The density of new development should respond to its immediate context. Affordable housing should be 'pepper-potted' in new development, such that it is indistinguishable from other tenure. Architectural styles should avoid 'pastiche', they should incorporate architectural character typical to East Boldon and the region, to enhance a sense of place.
- Where cul-de-sacs are necessary, layouts should end with an informal turning head to correspond with the informal arrangements of dwellings and include green space and planting.
- The arrangement and design of gable ends should be carefully considered to avoid blank façades

in prominent locations, at entrances to new development, or adjacent to pedestrian routes.

- The building line of new development should be used to shape views and define enclosure of adjacent streets or open space.
- The size of plots and their pattern should reflect that of East Boldon, and be sympathetic to existing residential areas adjacent to new development sites.
- Future development in East Boldon should reflect the range of densities found within the existing urban area. Density should be used to reinforce a transition from central areas to the rural edge, and to define the character of different street typologies.
- Planting should be an essential and integrated part of street design.



Figure 31: Dipe Lane - Outside 'Shotley Grove'



Figure 32: Narrow pedestrian passageways between Front Street and North Road



Figure 33: Plan of example pattern and layout which brings together many of the East Boldon Design Codes where they relate to pattern and layout

4.3.2. Housing typology - Building Heights and Rooflines Code EB.H.11:

Building Heights and Rooflines

The height of proposed development should respond to adjacent buildings, and should generally reflect the two storey development which is found in the Neighbourhood Plan Area. Where three storey development is proposed however, this should be limited to 'room in the roof' house types (2.5 storey height) in order to limit ridge heights.

- New development proposals should consider pitched, half hipped and hipped roofs.
- A varied and visually interesting roofscape is a characteristic of East Boldon. Typical roof features such as chimney stacks and gables should be incorporated into new development proposals to correspond with the historic and rural character of the village.
- Buildings within East Boldon in general vary between 1 and 2 storeys, although 4 storey buildings are present, they are the exception to the prevailing built form.
- Dormer extensions to both 1 and 2 storey properties are also found within the area and are classed as 1.5 or 2.5 storeys respectively.
- It is important that future development is scaled such that it encloses spaces to the benefit of their

character, for example streets and open spaces, and that it relates well to adjoining built form.

- 3-4 storey buildings will only be appropriate in higher-density, more centrally located areas.
- Single storey dwellings are appropriate within East Boldon, however the siting and layout must consider the adjoining land-uses to ensure enclosure of public space and natural surveillance can be provided.



Figure 34: Varied roof line along Front Street

4.3.3. Housing typology - Corner Plots Code EB.H.12:

Corner Plots

Together with creating potential local landmarks, one of the crucial aspects of a successful townscape and urban form is the issue of corners. In particular buildings placed at the corner of a block. Because these buildings have at least two public facing façades they have double the potential to influence the street's appearance. Thus, the following guidelines apply to corner buildings.

- If placed at important intersections, the building could be treated as a landmark and thus be slightly taller or display another built element signalling its importance as a way finding cue.
- The aim should be to create a positive outlook that improves the building, the street scene and generates local pride.
- All the façades overlooking the street or public space should be treated as primary façades.
- They should have some form of street contact in the form of windows, balconies, or outdoor private space.
- In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high. Panel fencing will not be suitable. Instead use a different treatment such as: dry wall or masonry wall with reveals creating patterns similar to the main building windows, patterns created with bricks, a green wall,

hedges and planting, a combination of timber and brick, country fencing, etc.

- Perimeter walls should be made in high quality materials.



Distinctive roofline makes building stand out as a landmark

Entrances face street

Building orientated to 'turn the corner'

Windows on all street facing edges

Building set back slightly but maintains close relationship with street

Figure 35: Langholm Court Flats

4.3.4. Boundaries and building line Code EB.H.13:

Building Line

This refers to keeping a consistent building line at the front of the property in relation to neighbouring buildings. For this feature, the guidelines are as follows:

- Existing buildings should preserve their existing general alignment. No major outbuildings or roof projections should be allowed where visible from the street.
- New buildings should match the surrounding alignment of the main facade facing the road. In this case small alignment variations of up to +/- 1m are allowed to provide interest to the streetscape.

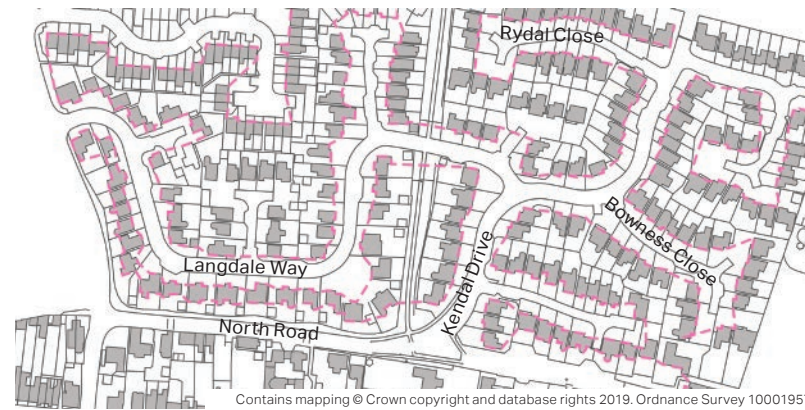


Figure 36: Stepped building line in more recent development in East Boldon



Figure 37: Generally consistent building lines along terraces and semi-detached pairs

Boundaries

New development should use boundary features which are complementary to the street and that enhance the rural character of the village.

- The materials proposed for new boundary features should be of high quality, responding to the village character and have strong attention to architectural detailing. Suitable boundary treatments should be consistent along a street frontage and in-keeping with the village vernacular; red brick walls, red brick with iron-work details, course squared magnesian limestone, or hedges.
- Boundary treatments should be used to reinforce the continuity of the building line along the street.
- A maximum height to wall, fence, and hedge of 1.2m is recommended (see illustration). The minimum height of 'dwarf' red brick walls should be no lower than 0.4m and have a stone coping as per the example images opposite.
- Close-board panel fencing should not be used to demarcate property boundaries along street frontages or from prominent publicly visible locations e.g. edge of settlement.



Figure 38: Station Road



Figure 39: Langholm Road

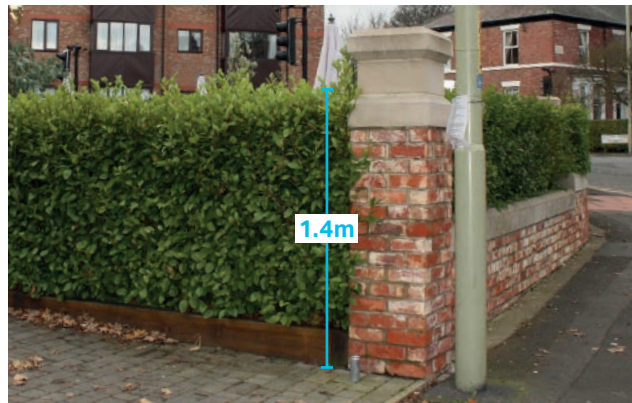


Figure 40: Blacks Corner, Station Road



Figure 41: Yellow Leas Farm, South Lane

4.3.5. Private Gardens Code EB.H.14:

New development should provide sufficient private open space appropriate to the location and size of the dwelling and / or plot, preferably through provision of private gardens. The depth of front gardens will define the setback of built form from the street and sense of enclosure and, therefore, is integral to consider when defining streetscape character.

- Rear gardens should, at a minimum, be equal to the ground-floor footprint of the building.
- In higher density areas it would be appropriate to have smaller front gardens that are complemented by more continuous street frontage. In these areas front gardens should have a minimum depth of 3m.
- In lower density areas longer, front gardens will be more suitable, complemented by staggered or stepped building lines. In these areas front gardens should have a minimum depth of 5m up to 9m.
- Communal garden, for example those associated with apartment blocks or sheltered housing, should encourage use, interaction and play through sensitive, inclusive and high quality design that also enhances visual amenity, biodiversity and ecological value.

Front Gardens Main Routes - Front Street

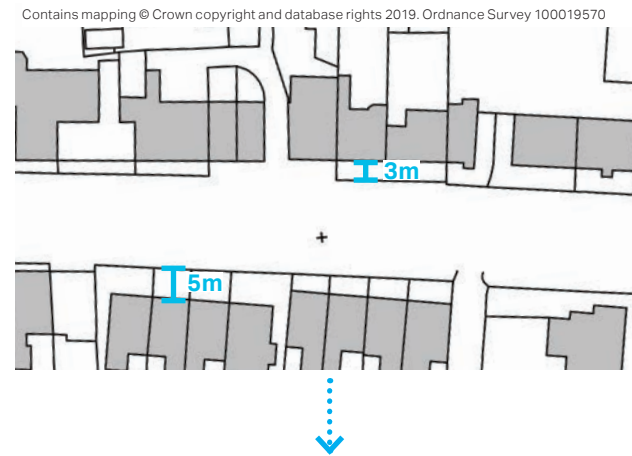


Figure 42: Direct street frontage along Front Street

Residential Areas

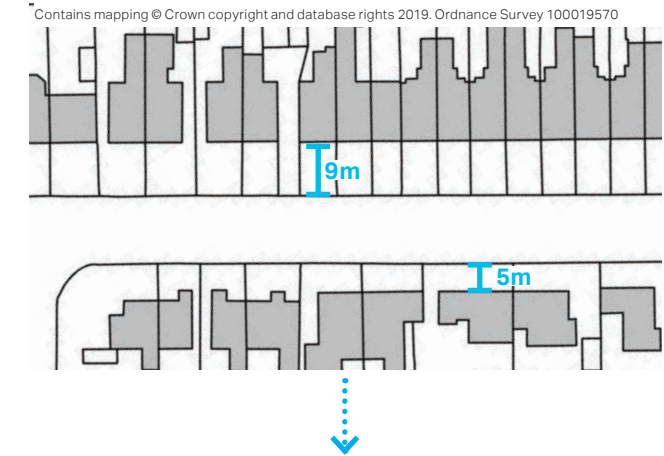


Figure 43: Medium front gardens along Langholm Road

4.3.6. Character and distinctiveness; Code EB.H.15:

The materials and architectural detailing of built form contribute to the character of the area and the local vernacular. It is therefore important that the materials used in proposed developments are of a high quality and reinforce local distinctiveness.

Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

This section includes examples of architectural styles, building materials and details frequently found within the Neighbourhood Plan boundary which contribute to local vernacular and could be used to inform future development. This list is not exhaustive, and each design proposal should explain its material strategy and how it fits within the context of East Boldon.

Architectural Styles



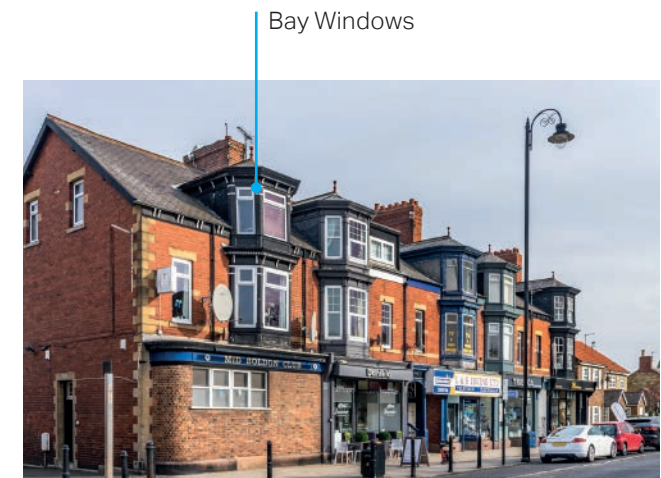
17th Century - 100 Front Street



Georgian - 30-32 Front Street



Victorian - The Terrace



Edwardian - Shops on Front Street

Roofs

Doors

Windows

Walls

Public Realm/ Other



Gabled Dormer Windows



Decorative gable-end



Extruded porch



Bay Windows



Rubble and brick wall



Pedestrian Passageway



Gable



Varied roofline



Decorative Arches



Arches



Magnesium bricks



Scoria Blocks Edging



Clay Pantiles



Welsh Slate and Chimneys



Porch Canopy



Vertical sashed windows



Red bricks



Glinters/Bumpers

4.3.7. Contemporary architecture Code EB.H.16:

Contemporary interpretations of local traditional architectural forms should be explored. Achieving local distinctiveness is important, but proposals that demonstrate creativity or design flair, that are appropriate and sensitive to their context, should be encouraged.

Figure 44 is an example of appropriate contemporary architecture within East Boldon.



Figure 44: Example of new build property which has a prominent roofline and combines a contemporary selection of building materials.

4.3.8. Sustainable design and Climate Resilience Code EB.H.17:

In July 2019, South Tyneside Council declared a climate emergency and pledged to take all necessary steps to make the council carbon neutral by 2030.

More and more technologies dealing with energy efficiency, waste and services should be incorporated into buildings. In some cases, these are retrofits to older properties.

Sustainability and climate resilience should be a priority, with an overall aim to reduce home energy use and design for homes with low environmental impact. This section deals with the principles of what is known as “green building”, and its effect on the appearance of buildings and public realm, as shown on the illustration in Figure 47.

1: Ambitious measures for energy capture and generation, sustainable water management and habitats, for example, green roofs and solar panels maximising the benefits of solar gain. The design of buildings in new development should prioritise low-carbon heating and passive cooling.

2: Well insulated double or triple-glazed windows and external shading strategies that can be informed by local climate and site conditions.

3: Measures to increase energy efficiency such as loft insulation and draft-proofing.

4: Use of highly energy and waste efficient appliances. Considering how potential flood resilience may inform the siting of appliances away from ground floors.



Figure 45: Sustainable low carbon homes in existing and new build conditions

5: Sustainable water management and drainage, for example: rain-water harvesting using down-pipes; bioretention ‘raingardens’ and permeable paving within the streetscape and sustainable drainage in public open space; greening / planting within gardens and public open space to intercept runoff, and to enhance micro-climate.

6: External lighting to reduce light pollution with timers.

Rainwater Harvesting

This refers to the systems allowing the capture and storage of rainwater, as well as those enabling the reuse in-situ of grey water i.e. all waste water except that from toilets. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Some design recommendations would be to:

- Conceal tanks by cladding them in materials complementary to the main building;
- Use of contrasting but attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Consider using underground tanks;
- Utilise water bodies for storage, which in turn could be an attractive feature (e.g. pond).



Figure 46: Raingardens, De Montford University



Figure 47: Electric charging points, North Acton



Figure 48: Bathgate SuDS pond

Solar Panels

The aesthetics of solar panels over a rooftop can be a matter of concern for many homeowners. Some hesitate to incorporate them because they believe these diminish the home aesthetics in a context where looks are often a matter of pride among the owners. This is especially acute in the case of historic buildings and conservation areas, where there has been a lot of objection for setting up solar panels on visible roof areas. Thus, some solutions are suggested as follows:

On new builds:

- Design this feature from the start, forming part of the design concept. Some attractive options are: solar shingles and photovoltaic slates;
- Use the solar panels as a material in their own right;

On retrofits:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- Aim to conceal wiring and other necessary installations;
- Consider introducing other tile or slate colours to create a composition with the solar panel materials;
- Conversely, aim to introduce contrast and boldness with proportion. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black

mounting systems and frames can be an appealing alternative to blue panels.



Figure 49: Permeable Paving (Hardscape)



Figure 50: Solar Panels on a new build at Levensgrove Park, Dumbarton

Permeable Paving

Permeable pavements reduce flood risk by allowing water to filter through. They should:

- Respect the material palette;
- Be easy to navigate by people with mobility aids;
- Be in harmony with the landscape treatment of the property; and
- Help define the property boundary.



Figure 51: Example of retro-fitted solar panels in East Boldon

Green roofs and walls

Green roofs¹ and green walls² are generally acceptable. Whether they are partially or completely covered with vegetation, their design should follow some design principles such as:

- Where applicable, plan and design this feature from the start;
- Develop a green roof that is easy to reach and maintain like climbing plants which are a good example of this;
- Ensure the design, materials and proportions complement the surrounding landscape;
- Helps to integrate the building with the countryside;
- Design comprehensively with other eco-solutions such as water harvesting and pavements;
- Use them to improve a dull urban element such as a blank wall.



Figure 52: Green wall, Leicester



Figure 53: Green roof on information shelter, Highlands



Figure 54: Climbing plants can create a green wall, East Boldon

1. A roof covered with vegetation, designed for its aesthetic value and to optimise energy conservation (www.dictionary.com).

2. A structure covered in plants that can be attached to the wall of a building (<https://www.oxfordlearnersdictionaries.com>).

4.3.9. Commercial and Industrial Development Code EB.H.18:

The guidelines below aim to guide the potential inclusion of employment and light industrial units. These typologies tend to be highly visible and therefore will require to be treated with sensitivity towards the more traditional pattern and urban form of the village.

Building layout and groupings

- Road networks should be laid out in a way to facilitate the circulation within the industrial area.
- Proposals for new industrial developments should avoid the creation of access conflicts with surrounding residential areas.
- Building layout should optimise the use of land according to the proposed land use, whilst ensuring the other design guidelines contained within this document are not compromised.
- Building height and mass should not create abrupt changes in proximity to existing residential areas but should be integrated within the surrounding context.

Views and connections with the countryside

- Landscape within the area should be designed as an integral part of the industrial development to ensure the environmental quality of the area.

- Landscape buffer zones should be provided between the residential and the industrial area to soften the visual impact of the new developments.
- View to the open countryside should not be obstructed by new industrial buildings.
- Landscape screening and building orientation should be used to minimise the visual impact of new development over the surrounding settlement and countryside.
- The general design of the development should maintain and enhance view corridors from and to the site and potential focal points and gateway functions.

Building architecture and appearance

- New buildings should provide facade solutions which are visually attractive from the street and engaging and respectful of the streetscape.
- The design of new buildings in the industrial area should be consistent in scale with nearby industrial buildings.
- New developments should be attractively designed and use high quality contemporary building forms and materials.
- Buildings adjacent to open space areas and residential land uses should use a transitional scale and appearance to interface the adjoining environs.
- **Materials**



Figure 55: Green roof at the Adnams Distribution Centre



Figure 56: Windsor Business Park, Berkshire

- A common material palette should be adopted and used throughout the area to provide a unified and identifiable image of the industrial area.
- Light and/or neutral colours should be used on industrial buildings to help reduce their perceived size into the surrounding landscape.
- Parking lots should not dominate the area and should be screened by vegetation and mature trees and where possible located to the rear of buildings.

Boundary treatment

- Buildings should be well set back from main roads to provide opportunity for landscape planting to improve the visual quality of the streetscape.
- Boundary treatment for new developments should be designed to frame the building and improve the overall streetscape.
- Plot boundaries should be screened with native vegetation or other landscape design solutions.

Shop Frontages

While the preceding codes consider purpose-built commercial / industrial / employment, it is equally important to consider how commercial uses in residential areas (for example, mixed use premises) can contribute to high quality design.

The design of each shop front should consider its effect on the rest of the street. The proposed proportions, materials and details should reinstate or maintain the original design between each building.

Shop fronts should respect the original proportions, materials, and details of the existing building as a whole. Original design details should be retained and restored where necessary to maintain the quality of architecture.

New shop fronts in existing buildings must respect the proportions, scale, vertical or horizontal emphasis, materials, and type and amount of decoration on the original building.

Shop signage along main roads should be unified using well-proportioned and well-designed fascia. The style and font used for lettering within the fascia may be individual however this must not conflict with other shop fronts or building elements.

Signs, lighting, and security measures must be integrated within the design of the shop fronts. A competent designer, high quality materials and craftsmen must be used. Materials should be selected to complement the character of the building, keeping the number and type of materials to a minimum. Selected materials must be durable, high quality and easy to maintain. Proposed palettes of materials for walls, windows, doors, and signs should ensure their quality and appropriateness.

Shop fronts within the Conservation Area must be carefully designed, with particular reference to fascias and signage. Reference should also be made to the East Boldon Conservation Area Management Plan (South Tyneside Council).



Figure 57: Industrial building at Hanlon Creek



Figure 58: Blue panels designed to reduce visual impacts of industrial buildings at G Park, Workop

4.4. External Storage

4.4.1. Bins and recycling Code EB.UD.01

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property. The following recommendations should be explored in new developments:

- When dealing with waste storage, servicing arrangements and site conditions should be considered: in some cases, waste management should be from front of building and in some other from the rear.
- It is recommended that bins are located away from areas used as amenity space.
- Waste bins could be stored at the rear of the properties if they are easily accessible, access does not harm security and safety and rear gardens are not affected.
- Create a specific enclosure of sufficient size for all the necessary bins.
- Place it within easy access from the street and, where, possible, able to open on the pavement side to ease retrieval.
- Refer to the materials palette to analyse what would be a complementary material.

- Use it as part of the property boundary.
- Add to the environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with cycle storage.



Figure 59: Large timber bin shelter with green roof for flats in Edinburgh



Figure 60: Bike shelter with habitat provision and green roof, serving commercial and multi-occupancy flat development, Glasgow

4.4.2. Cycle parking Code EB.UD.03

This guidance sets out the requirements for cycle parking in non-residential / commercial buildings and public realm spaces. Readers should refer to the Neighbourhood Plan for residential bike storage provision.

- If not built as part of an enclosure, make sure there are racks or hoops to secure bikes.
- Whether covered or open, place the cycle parking with sufficient space that retrieval and manoeuvring is easy.
- Refer to the materials palette to analyse which would be a complementary material.
- Use it as part of the property boundary.
- Add to environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with waste storage.
- New development should consider the inclusion of facilities for charging e-bikes.



Figure 61: Cycle shelters



Figure 62: Cycle loops



References

5

5. References

5.1. References

Any references are included as footnotes on the relevant pages.

5.2. Image References

East Boldon Neighbourhood Forum has kindly provided permission to reproduce a number of images of in this report.

Other images are owned by AECOM with the exception of those detailed below;

51. Permeable Paving, Hardscape Flickr Account. Available at < <https://www.flickr.com/photos/14778857@N08/> >

52. Electric vehicle charging points Holst Road North Acton (2019) © Copyright David Hawgood and licensed for reuse under Creative Commons Licence CC BY-SA 2.0. [Photograph]. Available at: < <https://www.geograph.org.uk/photo/6173562> >

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