

Cabinet, 14 May 2018

Title: Approval to adopt the Design
Quality SPD

Appendix 2: Proposed Design Quality
Supplementary Planning Document

Design Quality
Supplementary Planning Document

May 2018



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1. Introduction

1.1 Background

The character, distinctiveness and viability of an area often lie in the quality of its built environment and public realm. High quality design of buildings, places and spaces can create attractive environments that set a positive context for the development of successful places and sustainable communities. Design is not just about how development looks, but how it works, and how well it meets the needs of users. It is therefore an issue that permeates all other topics, and must be informed by them.

Schemes that exhibit high quality design, performance and innovation in design and layout can contribute towards the character and appearance of the borough. Incorporating sustainable technologies into new buildings can create spaces which are thermally efficient, highly airtight and have vastly reduced energy needs.

As part of our commitment to high quality design and best practice, the Council has produced this Supplementary Planning Document (SPD) for Design Quality. This document supports implementation of the North Tyneside Local Plan 2017 and provides the overall context for design guidance in the Borough and provides important guidance for applicants seeking to bring forward development that accord with Local Plan policy. This is important for members, officers and residents to ensure that development proposals which come forward are of the highest architectural and urban design quality and relate appropriately to their context.

1.2 Purpose of the Document

North Tyneside Council is committed to enabling delivery of sustainable communities that have a sense of place and identity and protecting the character and attractiveness of existing communities. A key component of this is ensuring that all new development adopts the highest standards of design. Principles of good design and best practise are required to be at the forefront of projects to ensure that North Tyneside is a Borough with a strong sense of place and identity. The Design Quality SPD provides an efficient and transparent tool for applicants to understand the requirements associated with good design.

The SPD applies to all planning applications that involve building works. This includes:

- a) New residential developments
- b) New individual and groups of buildings for other uses such as business and retail
- c) Extensions to existing buildings
- d) Conversions of existing buildings
- e) Spaces and infrastructure between buildings

1.3 Status of the SPD

The SPD does not create new policy, but provides detailed guidance on how planning policies will be applied to different types of development. Informed by recognised best practice the SPD sets out design principles that the Council will take into consideration when assessing planning proposals.

North Tyneside Council will expect planning applications, as appropriate, to have regard to the SPD and demonstrate within Design and Access Statements, how proposals have been well designed. As an adopted planning document it is a material consideration when determining planning applications and may be used to refuse development on the grounds of poor design.

The guidance in this SPD will be applied flexibly having regard to the circumstances and other material considerations of each application.

1.4 Using this Document

The document is set out into the following key sections:

Planning Policy Context

This sets out the policy requirements for high quality design that will be used to assess planning applications.

Design Process

This section sets out the importance of design as a planning consideration and explains the design skills and professional advice that is likely to benefit planning applications.

Design Principles

This sets out the overall design principles for well-designed development. This applies to all forms of development in order to create well designed, sustainable and healthy places.

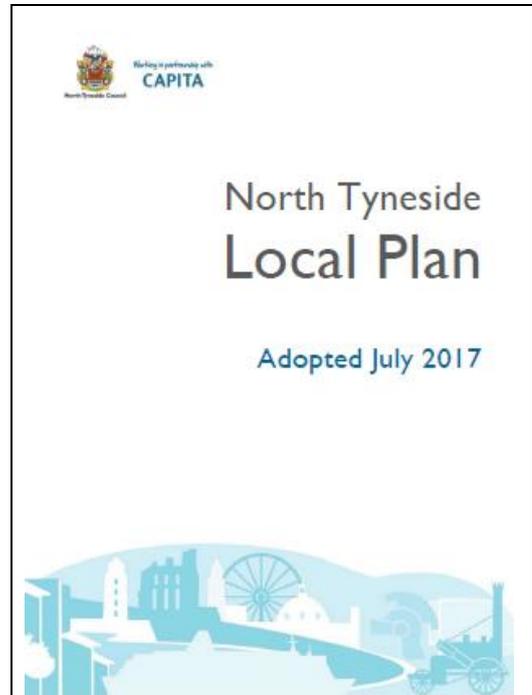
Putting Principles into Practice

This examines different development types and the design principles that should be considered for each one. The design principles for specific situations are intended to assist applicants in submitting schemes which are attractive, positive for the place and fit for purpose.

2. Planning Policy Context

2.1 North Tyneside Local Plan

North Tyneside Local Plan was adopted in July 2017. The Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable growth and development of North Tyneside up to 2032.



The Design Quality SPD is supplementary guidance to the following key policies of North Tyneside Local Plan 2017:

S1.2 Spatial Strategy for Health and Well-being

The wellbeing and health of communities will be maintained and improved by requiring development to contribute to creating an age friendly, healthy and equitable living environment.

DM6.1 Design of Development

Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area.

DM6.2 Extending Existing Buildings

Extensions should complement the form and character of the original building. This should be achieved either by continuation of the established design form, or through appropriate contrasting, high quality design. The scale, height and mass of an

extension and its position should emphasise subservience to the main building. This will involve a lower roof and eaves height, significantly smaller footprint, span and length of elevations.

S6.4 Improving Image

To support the Council's objectives for enhancing North Tyneside's image and attractiveness, exemplar design solutions and architectural excellence will be actively supported and encouraged at key areas and sites of major change.

High quality design involves a collaborative and multi-disciplinary process in order to shape the built environment of the borough. The SPD therefore also provides guidance for a range of topic areas and other additional policies in the Local Plan, such as:

- DM5.9 Trees, Woodland and Hedgerows
- DM6.6 Protection, Preservation and Enhancement of Heritage Assets
- DM7.4 New Development and Transport
- DM7.9 New Development and Waste

2.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the government are planning policies for England and how these are expected to be applied. In the NPPF, the Government attaches great importance to the design of the built environment and achieving well designed places. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

NPPF also sets out that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The NPPF recognises one of the guiding principles of sustainable development is the need to ensure a strong, healthy and just society. In many cases the link between the quality of the built environment and health is already well understood, however there are many indirect consequences of poor design, particularly for our mental health, that often get overlooked.

2.3 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) adds further context to the NPPF and it is intended that the two documents should be read together. NPPG sets out that achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term.

NPPG provides further information on the following areas:

- The importance of good design
- What planning objectives can good design help achieve?
- What is a well-designed place?
- How should buildings and the spaces between them be considered?
- Which planning processes and tools can we use to help achieve good design?
- Are there design issues that relate to particular types of development?

3. The Design Process - Preparation of a Planning Application

3.1 The Importance of Design as a Planning Consideration

Good quality design is an integral part of sustainable development. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design can enhance and contribute towards the character and distinctiveness of an area as well as have a positive impact on people's health and well-being. Good design should be a key consideration for all developments at a concept stage of proposals. Proposals that do not demonstrate good design are likely to be refused.

3.2 Design Skills

The achievement of good design is a responsibility that cuts across the various professionals who deliver the built development, but essentially the applicant should take a lead through a clear vision and an insistence on quality.

For large schemes, in addition to an architect, schemes are likely benefit from other professional advice from planners, urban designers, conservation officers, landscape architects, ecologists and engineers. These all play a role in facilitating good design and should be engaged with during pre-application discussions.

For very small residential extensions you may not need an architect but most projects will benefit from specialist advice. The Architects Registration Board (ARB) holds the Register of architects in the UK. In order to be registered with the ARB an architect will have had extensive training and will need professional indemnity insurance. The Royal Institute of British Architects (RIBA) is the professional body and architects can elect to be a member in order to acquire a Chartered status. Applicants should choose an architect with experience of your type of development or property and check that they have carried out similar projects within the area. References should also be followed up.

3.3 Design Review

The National Planning Policy Framework requires Local Authorities to have Design Review arrangements in place. Design North East provides Design Review services for the region. The Design Review Panel consists of experienced professionals from a range of built environment. The Design Review panel is affiliated with Design Council CABE and works as part of a national design review network across England. The Council encourages major or significant schemes to be reviewed. If the Council believes a scheme may benefit from design review then applicants will be informed during pre-application discussions. Fees for this service apply.

3.4 Development Briefs and Masterplans

Development Briefs or Masterplans may be developed by the Council for prominent and important sites. Where a site has a Development Brief or Masterplan, applicants are expected to respond positively to the design principles set out in the document.

3.5 Pre-Application Advice

In the early design stages of a proposal the Council welcomes pre-application discussions with applicants. Pre-application advice can provide valuable benefits for all schemes and for larger, more complex or contentious proposals these discussions will be essential. The pre-planning application advice service:

- Identifies the information needed to make an application valid, allowing applications to be processed more quickly.
- Gives an understanding of the planning policies for a particular site and development.
- Identifies the need for specialist input at an early stage.
- Gives an understanding of the procedure, consultation and estimated timescale in processing an application.
- Identifies unacceptable proposals, saving the cost of pursuing an abortive application.
- Highlights particular issues that the development identifies with.
- Avoids or minimises costly, time consuming amendments which could lead to re-consultation.
- Checks to make sure the application is valid and complete as the scheme is finalised, ensuring the application is not held up before registration.
- Drafts and outlines additional requirements where necessary (such as Section 106 agreements), minimising the time taken to reach agreement after the decision on planning permission is made.

Applicants should also consider other bodies that may be involved in considering an application such as utility companies and statutory bodies. Consultation with the local community is also recommended before a formal application is made for larger schemes. For more information about the pre-application advice service, please visit the Council's Planning website (www.northtyneside.gov.uk/planning).

3.6 Submitting an Application

Once an applicant is satisfied that their proposal is ready to be considered by the planning authority, a planning application can be made. There are various types of application:

- Outline Planning Application
- Reserved Matters
- Full Planning Application
- Listed Building Consent

For more information about making an application, please visit the Council's Planning website (www.northtyneside.gov.uk/planning).

4. Design Principles

This section presents detailed and practical design advice which is applicable for all developments. The guidance is not exhaustive but sets out key design principles. These can be applied flexibly to each scheme, allowing for innovation and creativity of individual sites.

4.1 Layout and Design

The successful integration of new development within the surrounding area will depend largely on the quality of its design and layout. The Council will encourage innovation in the design and layout and contemporary and bespoke architecture is encouraged. The chosen design approach should respect and enhance the quality and character of the area and contribute towards creating local distinctiveness.

Understanding the context of the site is the first step in the design process. This analysis should inform subsequent design decisions, including the movement framework, scale and massing of development, and mix of uses. Applicants should consider the context at a number of different levels, from the site itself, through its immediate surroundings, to the wider local area.

Site Level - Identify the key existing features, including its landscape, ecology, archaeology and heritage, buildings, movement routes and contours of the land.

Immediate Surroundings - The site's relationship to its immediate surroundings should be analysed, including important views into and out of the site, existing routes and access points as well as opportunities for creating new ones, land uses around the site and the character of adjoining development.

Local Area - Provide access to local facilities, open spaces and employment sites, through the provision of safe, convenient and direct paths or cycle routes. Applicants should also consider how the design reinforces the character or distinctiveness of an area. Positive features within the local area should be used as design cues that can then be interpreted in a traditional or contemporary manner.

4.2 Appearance and Materials

The appearance and materials chosen for a scheme should create a place with a locally inspired or otherwise distinctive character. Identifying whether there are any architectural features or specific materials that give a place a distinctive sense of character should be a starting point for design. It is possible to adapt elevations of standard house types to complement local character.

Where there is not a prevalent local character then the design challenge should be to create a distinctive new area with its own identity. In all cases new developments should have a consistent approach to use of materials and the design and style of windows, doors, roof pitches and other important features. The use of construction materials associated with sustainability and energy efficiency are encouraged to be used in the appropriate context.

Materials on this new development help to create a distinctive place



Depending on the context, traditional and contemporary schemes will be supported. Contemporary design, that creatively reinterprets traditional forms using high quality materials, can add to the overall attractiveness of the Borough and contribute to its overall character. In some areas a more traditional design may be more appropriate that is well proportioned and accurately detailed with the appropriate use of materials.

Sensitive contemporary extension to an historic building



Innovative Design

Modern and innovative design, building and manufacturing methods will be supported across the borough. In particular off-site construction can help to raise the standards of new homes by adopting innovative modular construction. Modular construction offers many advantages over traditional construction; it can speed up the delivery of new homes, provide a sophisticated method of building energy efficient buildings and reduce whole life building costs. Sustainable construction and energy efficient materials can often also enhance to the attractiveness of new buildings.

Modular Construction at Smiths Dock, North Shields



4.3 Scale, Mass and Form

The scale, mass and form of new buildings are some of the most important factors in producing good design and ensuring development integrates into its setting. A site appraisal should highlight what aspects contribute to the local distinctiveness of the surrounding area or settlement with regard to their scale, mass and form.

The massing of a building can be expressed as the combined effect of the height and bulk of a building when viewed in 3-dimensions. The mass of a building, in this respect, might not simply be dealt with by reducing the overall height of a building if the general bulk of the building remains unaltered. The proportions of a building and particularly its gable will often dictate its form and its perceived mass within a street scene. There are several ways that a building can reduce its mass such as using stepped rooflines, varying pitches, gable projections and the use of bay and dormer windows.

4.4 Roof Form

Roof form is an important visual element of a building. The roof design can help to convey the overall design approach of a development or contribute to the continuity of a series of buildings. Roof lines and pitches, roofing materials and colour all serve to frame the street scene and skyline, particularly on low-rise development. New development should recognise the scale, massing and roof form of surrounding buildings and reflect these where they are a positive attribute of the area's character. Consideration should be given to the grouping of buildings, roof pitches, the detailing of eaves and gables, chimney stacks and the size and siting of any dormer windows.

4.5 Setbacks

The setback of a dwelling from the street has a significant impact on the character of the street as it influences traffic speeds, and hence pedestrian amenity of the street, and the extent to which the building interacts with the public realm. Generally setbacks should be smaller (0.3 - 2 metres) where a more urban character with

higher density development is to be created, with larger setbacks (2 - 3.5 metres) where a more rural, lower density character is to be created. A setback of 0.3 metres should be seen as a minimum to ensure that windows do not open up over the highway. As a general rule, setbacks should not be more than 5 metres from the pavement. There should be clear demarcation of private space (the building), semi-private (a garden), and public spaces (the street).

4.6 Continuity of Frontage

The continuity of a frontage is an important factor in varying character and density across a development. A building line with few breaks creates continuity of frontage with improved surveillance. Continuous frontages are most easily achieved with terraced housing and flats. In lower density areas where detached and semi-detached forms are more prevalent and a softer feel is more desirable, the degree of enclosure is less important and larger gaps between buildings is encouraged. In these cases the use of high quality walls, fences and hedging should link elements between homes to create a continuous street scene.

4.7 Active Frontages

It is important that buildings present active frontages to the public spaces particularly at ground floor level. In residential developments, rooms overlooking public spaces such as living rooms and kitchens provide the most natural potential level of surveillance. This is recognised as the best way to prevent future anti-social behaviour. Consideration should be given to the use of bay, oriel and corner windows where appropriate, to increase opportunities for natural surveillance.

Active frontage to all sides of the terrace.



On commercial or mixed-use developments the ground floor should be transparent so that the activity within the building is visible from the street. Ideally this should also include opportunities for activity to spill out onto pavements. These active frontages should relate to ground floor retail spaces, cafes, restaurants and bars.

4.8 Landmarks and Views

Landmarks help to emphasise the hierarchy of a place, with the most important buildings being located at the main centres of activity. They also make it easier for people to navigate their way through an area by acting as markers. Landmark buildings should be designed to stand out from neighbouring buildings. Their status may be articulated through the building's use, its form and appearance (e.g. varying roof style and bold coloured render), and/or an increase in scale or height in relation

to adjacent buildings. Routes should be orientated to focus on landmark buildings, in order to close vistas and to aid legibility. Offsetting the landmark building at the end of the vista helps to lead people through the space and increase their sense of place.

4.9 Corner Plots

Where a building is on a corner, it must 'turn' the corner by providing an active frontage to both streets. Corner plots are ideal opportunities for raising the height of a building to provide a prominent landmark that can also provide additional floor space. The entrance to the building should be on the more significant of the two streets. Corner locations are particularly appropriate for flats, or 'L' shaped buildings with short side boundaries.

Deep plan buildings with long gardens should not be used on corner plots, as these result in a long length of dead frontage along the secondary street. Conversely, wide frontage buildings work well on corners as a different garden configuration can allow for the same size garden yet shorter blank side boundary walls. Parking and boundary treatments for corner plots also need careful designing.

Well designed corner house type with attractive detailing and boundary treatments.



Well designed corner apartment block. A change of material further emphasises the corner as a feature.



4.10 Boundary Treatments

Boundary treatments can help to contribute towards the character of an area, improve the public realm and contribute towards natural surveillance and safety. Boundary treatments are an important feature of a property whether to its front, side or rear. It encloses not only the buildings but the space between the buildings which is often a road or street. Corner properties require careful consideration to avoid a monotonous and scene; sensitive planting can be used to make street corners more attractive.

In considering the design and siting of boundary treatments, a balance has to be struck between privacy, safety and security and aesthetic considerations. Boundary treatments should relate to the property that it surrounds and be appropriate to the appearance, style and scale of the building and street scene.

Where new boundary walls/fences are required, their design should match those used elsewhere locally and in particular comprise of materials and detailing which relate to the context of the site. In rural and semi-rural areas, where hedges, trees and small fences predominate these should be retained. Brick walls or wrought iron are more appropriate in an urban setting. In suburban areas low walls, often supplemented by hedges, are the most common forms of fencing. Where housing estates have been designed to be open plan, then additional fencing which changes their character is likely to be unacceptable.

| Boundary Treatment Type | Appropriate Uses |
|--|--|
| <p>Low Railings Railings can aid good views both through and over the development and provide safety. Railings may also help to reinforce the character of many historic areas.</p> | <ul style="list-style-type: none"> ✓ Front gardens, particularly in historic areas. ✓ Properties on key routes in new developments. |
| <p>Soft Landscaping Plants can help to soften or enhance the visual impact of fences and walls whilst also helping to protect the site. Care should be taken to choose appropriate species which are easy to maintain and will grow to the required size. Shrubs should not be higher than 1m to give a clear gap for surveillance. Trees in front gardens should also be chosen to ensure that lower branches do not obscure visibility.</p> | <ul style="list-style-type: none"> ✓ Front gardens in new residential developments. ✓ Large front gardens ✓ Corner properties |
| <p>Low Brick Walls Low brick walls, especially if they are of the same brick as those used on neighbouring properties, provide a unified visual extension to the buildings.</p> | <ul style="list-style-type: none"> ✓ Urban areas ✓ Existing suburban areas |
| <p>High Brick Walls Feature wall with optional timber infill panels can contribute towards a well</p> | <ul style="list-style-type: none"> ✓ Rear Gardens in visible locations ✓ Corner properties |

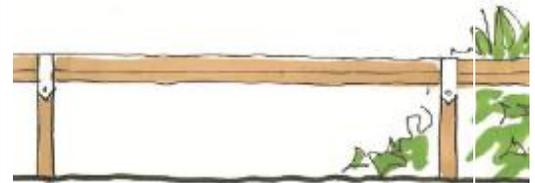


designed street. Care should be taken to limit the need for long sections of new walls or high close. Where fence panels are used with brick walls the panels should be fitted flush with the front of the wall to avoid providing a step to get over the fence.



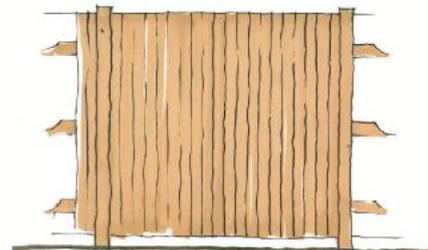
Low Timber Fence
Low picket and post and rail fences can mark a boundary without giving a solid or intrusive feel. As such they are particularly appropriate for front boundaries and should be painted or stained to complement the house. A sympathetic colour stain can help the fence blend in with its surroundings.

- ✓ Front gardens in new developments
- ✓ Around areas of open space



High Timber Fence
A wide variety of timber fence types are available. The correctly chosen fence can be visually pleasing while still providing the desired degree of privacy and security. A timber fence with trellis above can also add visual interest.

- ✓ Rear gardens not visible from the public realm



Security Fences
The position, height and design of any new security fence should be chosen to limit its impact on the visual amenities of the area. Where needed, the Council encourages the use of powder coated mesh type fencing, which is less conspicuous and allows views through.

- ✓ Schools
- ✓ Other appropriate buildings that require a secure enclosure.



4.11 Waste Storage and Recycling

Waste storage and recycling facilities should be a design consideration from an early stage in all new developments. Waste storage facilities should be designed to be stored conveniently, collected easily and to support the street scene. The location of waste storage should be illustrated on a layout plan for all developments. This should show sufficient space to accommodate all offered receptacles, and access for full sized refuse collection vehicles. Storage areas should not interfere with pedestrian or vehicle access to buildings.

Wheelie Bins

Storage areas for wheelie bins should be large enough to accommodate all bins. They should be located away from windows and ventilators and preferably be in areas of shade. Storage of bins to the rear of a building is preferable, provided that there is a suitable route to the collection point. The need to take bins through buildings for collection should always be avoided.

Where waste storage areas are unavoidably located to the front of a property, they should be located in purpose built accommodation, to ensure that bins do not undermine the visual quality of the development. The design of a bin store is likely to be site specific and should complement the design approach of the wider site. Timber, metal and brick are all materials that could be considered.

Good example of bin store



Within commercial developments, large wheelie bins are likely to be used. The design and layout of waste storage areas should be consistent with advice above – bins should be stored in areas located at the side or rear of the building, to avoid visual intrusion but to allow for vehicle access for disposal. Bins should be located next to collection points and the security of the bins should be considered to minimise the risk of theft, arson or other vandalism.

Communal Bins

In certain types of developments, such as apartments, sheltered accommodation, commercial uses and other high density developments, it may be more practical to provide communal waste and recycling areas. For other new residential development opportunities to incorporate communal bin stores would also be considered appropriate. Communal bin stores should, wherever possible, be external to the building and located as close as possible to collection vehicle access points.

The design of a bin store is likely to be site specific and should complement the design approach of the wider site. Brick construction is preferred for durability

Example of steel louvered communal bin store

and maintenance. External bin stores should be secure, lockable and built where there is natural surveillance. Sufficient lighting should be provided to improve security. Bin stores should be located and designed to avoid providing a climbing aid into secure areas or to higher windows.



Underground Bins

The Council supports the principal of underground waste bins in new developments as a superior design response that improves sustainability and reduces costs. Underground bins mean that there are no wheelie bins in a development and instead, residents will take their waste and recycling to bin chutes set into the pavement outside their homes. The main benefits for the residents are the reduced visual impact of the bins (one underground bin replaces approximately 20 wheeled bins), and not having to store or move wheelie bins, or remember when and which bins to put out for collection.

Underground waste storage can also help architects and applicants to provide more space at ground level for other features, and will often add to the aesthetic appeal of a development.

Architects and applicants that are interested in using this system at a new site are encouraged to consult with the Planning Authority at the earliest opportunity.

Example of waste disposal points



4.12 Public Realm

The public realm is made up of the streets, parks, green spaces, and other outdoor places. Good quality public realm, which is attractive, inviting, safe and well-maintained, should be the aim of any new development. Hard landscaping materials need to be aesthetically pleasing, structurally robust, have good weathering characteristics and only require simple maintenance.

The layout of new development should always be considered in relation to the existing landscape and street environment. The public realm and the degree of landscaping contribute greatly to the overall quality and success of a development and the sense of place it creates. All public space should be designed into the layout at the masterplan stage. The quality of public spaces links to levels of health, crime and the quality of life in every neighbourhood. Public green space should be located in the most accessible locations, preferably adjacent to other public amenities and

shops and should at all times be fronted by development. Layouts must be avoided which result in left over space, without purpose or function and may be prone to crime, anti-social behaviour, and fly tipping.

Consideration should be given to the design and location of street furniture, such as litter bins, seating, and lighting, should be robust and should be integrated into the overall appearance of the street.

Public art can enrich the public realm and contribute to the cultural heritage of North Tyneside. Public art should be considered in appropriate areas and could be in the form of bespoke boundary treatments, seating and lighting.

4.13 Designing out Crime

Use of good design is essential to provide well-planned and attractive environments, which indirectly influence levels of anti-social behaviour and crime. Secured by Design (<http://www.securedbydesign.com/>) is the Police initiative supporting the principles of 'designing out crime' and includes design and security aspects relating to new and refurbished residential, commercial and public developments. It also promotes the use of security standards and crime prevention measures in the planning process, to help reduce crime and the feeling of crime. New developments are encouraged to consider 'Secured by Design' in order to create places with facilitate crime prevention and promoting community safety through the planning system.

4.14 Street Design

Streets make up a large part of the public realm and the treatment and the quality of streets can contribute significantly to the built environment. The design and street hierarchy should reflect the importance of each road type. In all cases, streets should be designed with consideration for vehicles, pedestrian and cyclists. The management of trees, green verges and hedgerows in the public realm will need to be discussed with the authority at an early stage in the development of a scheme.

Primary Road Design Principles

These are the main streets that provide structure for communities and connect areas together. These streets often include public transport routes and local shops and services.

- a) Along main roads, development should be set back behind green verges, native trees and hedgerows.
- b) There should be separate pedestrian and cycle paths.
- c) Design should aim to minimise statutory impacts from noise and air pollution but as appropriate building designs should address and mitigate potential impacts for inhabitants.
- d) No in curtilage parking accessed directly off main roads will be permitted.
- e) Boundary treatments and street furniture should be consistent along the entirety of the route.
- f) Roads should be designed to accommodate buses with frequent sheltered bus stops.

- g) The road should be punctuated by feature points to create an attractive and recognisable street.
- h) Surface materials should be broken up at key junctions and feature points with other suitable materials.

Residential Street Design Principles

Residential streets provide the main setting for new homes, allowing direct access to individual dwellings. These streets are unlikely to carry large volumes of traffic or bus routes.

- a) Residential streets should be designed to encourage low vehicle speeds which allow them to function as social spaces.
- b) Streets should be designed to make it easy to find your way around.
- c) Well integrated resident and visitor parking sufficient so that it does not negatively affect the street scene. Visitor car parking should be evenly distributed in small clusters.
- d) Space should be created for tree planting. This can be located in private residential gardens, between visitor parking or integrated into the public realm.
- e) Separate pedestrian pavement and integrated car and cycle way.
- f) Surface materials should be broken up at key junctions and feature points with other suitable materials. Visitor car parking should be enhanced in suitable adoptable material, such as block paving, to improve the street scene.

Shared Surface Street Design Principles

Shared surface streets have no distinction between pedestrian and vehicle areas and work best in relatively calm traffic environments.

- a) Serve up to 25 dwellings.
- b) Minimum carriageway width 4.8 metres.
- c) Incorporate a minimum 1.2 metre wide strip for pedestrian access between parked cars and property boundaries.
- d) Incorporate a hard-paved margin for lighting columns of 0.7 metres wide.
- e) Space should be created for tree planting. This can be located in private residential gardens or integrated into the public realm.
- f) Use a single surface material. Coloured and textural surface materials should be used to break up impression of a highway for motoring. Colour contrasts between surface materials can also be used to differentiate between pedestrian-only, vehicle and parking areas.

Traffic Calming Features

On new residential streets the design speed should be based on the design criteria for 20 mph zones. It may be necessary to incorporate traffic calming measures to achieve such speeds. Applicants should consider all forms of traffic calming and in particular features that contribute to the overall street scene.

Proposals should identify locations where pedestrians are likely to cross the road and particular attention needs to be given to areas near shops and public houses, community facilities and bus stops. Where pedestrian and cycle networks form part

of a development it is imperative that speed restraint measures are provided wherever they are intersected by roads. Carefully planned layouts, which naturally indicate appropriate driver behaviour, are the best measures.

4.15 Car Parking

Resident and visitor parking should provide sufficient space and be well integrated so that it does not dominate the street. The amount of parking to be provided within a development should accord with the Council's parking standards. Car parking should be located where it is safe, secure, accessible and likely to be well used. The Transport and Highway SPD provides the technical details parking standards.

The location of car parking has a fundamental impact on the quality of a development and in particular the streetscape. Applicants will need to balance a number of requirements in order to establish the appropriate car parking strategy for a development. It is likely that a range of parking solutions will be used within each development depending on the context and the character of the particular street. Options for parking solutions are outlined below:

In-curtilage parking can be appropriate where a driveway and/or garage is located alongside the house. Where parking is positioned to the front of the property, there should be an area of frontage allocated to an enclosed, landscaped front garden in order to reduce vehicle domination.

Front courtyards can provide safe and convenient parking for residents. The drawbacks are that they widen the street width and therefore reduce the sense of enclosure. They should be limited to use in courtyard developments where development encloses at least three sides of the courtyard. The use of varied surfacing materials or dropped kerbs may be needed to indicate the boundary between public highway and private parking space. Soft landscaping will also be required to reduce the impact of large areas of hard surfacing.

Rear courtyard parking can be designed as an integral part of the overall site layout and can be a useful way of accommodating parking. Successful rear parking courtyards should be overlooked by surrounding houses with entry points to houses from the parking area. Courtyard parking should also remain small and not include more than approximately 10 parking spaces. If there are more spaces then the area should be supported by landscaping. It is important that good design standards are applied to rear courtyard parking to ensure that they relate to surrounding properties and the street to create a safe and secure environment.

On-street parking designed as an integral part of new development can be a convenient and compact form of parking, overlooked from surrounding houses. On street parking in new developments is usually restricted to visitor parking only in lay-bys and not main carriageway. This should be designed to complement the street scene with integrated trees and planting.

Undercroft parking is a term used to describe parking that occupies the area below the footprint of a building at street level or half level down. Undercroft parking will be supported where it does not adversely affect the appearance of a development, the street scene or compromise the safety of pedestrian routes, where there are no windows overlooking.

Basement parking allows the street frontage of buildings to be maintained. However, the location and design of the entrance must be carefully considered to minimise its impact on the street. The shape of the building above ground must not be driven by the dimensions of underground parking spaces.

4.16 Design of Garages

Garages and car parking can dominate the front of the house and create an unattractive street scene. In designing garages, the following principles should be taken into account:

- Garages and carports should be designed to integrate with and complement the architecture of the dwelling.
- Garages should not dominate the front elevation of the house and therefore the garage door width facing the street should not exceed 50 percent of the width of the home.
- Detached garages should be placed at least 1 meter behind the main building line. Integrated garages should be designed with windows, projecting balconies, and landscaping as the dominant elements facing the public street scene.
- Garages should be designed in line with standards in LDD12.

If a garage is proposed that would project forward of the main front wall of a house it will be necessary to demonstrate that the proposal will contribute to the creation of an attractive street scene in which garages would not be a dominant visual element.

Where garages are clustered together they should be designed with articulated garage doors (e.g. windows, panelling, or other high quality detailing) and landscaped front gardens. Where garages are incorporated into units they should be sited away from key viewing vistas within developments to limit the negative impact on the street scene.

Garages designed with balconies above and are supported by soft landscaping



4.17 Pedestrians and Cyclists

Pedestrians and cyclists, for both recreational and commuting use, need safe, direct and secure routes and facilities. The internal layout of streets throughout developments must enable permeability for pedestrian and cycle movements. Cycling and walking routes should be high quality and designed in line with the North Tyneside Cycling Design Guide (to be adopted in 2018). Key junctions and access points should be designed with pedestrian and cyclists in mind. All routes should provide direct, well lit and safe links to the existing pedestrian and cycling network including priority crossings at internal junctions where appropriate.

At low traffic speed and flows, cyclists and motorists can share road space with no significant danger. As flows or speeds increase, conditions become increasingly unpleasant and hazardous requiring measures to either restrain traffic or provide cycle facilities. On busier roads it may be more appropriate to designate road space for the use of cyclists through the introduction of cycle lanes or a segregated cycle track.

Providing enough convenient and secure cycle parking at people's homes for both residents and visitors is critical to increasing the use of cycles. Cycle parking needs to be considered at the outset and should be within a covered, lockable enclosure. For individual houses, this could be in the form of a shed or garage. For flats, either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be secure, easily accessible and convenient to use.

Proposals should also support a network for equestrian users via Public Rights of Way. This will be encouraged and promoted to give a comprehensive route network. Route continuity is essential together with clear signing. The introduction of Signalised Equestrian crossings (Pegasus Crossings) should be installed where necessary.

Design Principles

- a) Directness – routes should follow desire lines and reach right to the entrances of destinations such as schools and shops. Links to existing rights of way networks should be considered.
- b) Attractiveness and Safety- Footways and paths should always be located in places where homes overlook them so no-one feels at risk when using them, especially after dark. Where routes are shared between users, consideration should be given to potential conflicts.
- c) Comfort – the route should have a smooth surface and be well maintained.
- d) Comprehensive – a continuous route from journey start to journey end.

4.18 Surface Materials and Adoption

Streets should be designed to form attractive and sustainable neighbourhoods where people want to live. Footpaths and highways surfaces occupy the greatest extent of a typical street and therefore have a significant impact on its appearance.

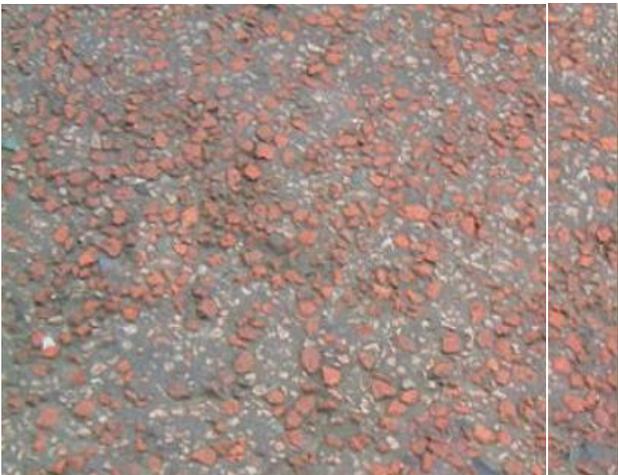
It is essential that the material choice for the highway is the appropriate material for the location, in terms of long-term durability, maintenance, and sourcing, whilst also contributing to and enhancing the street scene. Whilst the Council supports the use of materials that enhance the street scene, with the quantity of different types of materials on the market, the Council can only accept a limited range of enhanced materials to ensure that the long term street scene appearance is maintained and replacement materials can be sourced. Materials not included in this document may be subject to commuted sums and extended maintenance periods.

Where development takes place in an area of high townscape or landscape quality e.g. a conservation area, or near to Listed Buildings or town centres, special attention should be given to ensure that surface materials are sympathetic to and takes account of the elements of existing heritage value and that vernacular materials are considered. Where alternative surfacing materials are proposed, applicants must get consent from the Council.

When selecting surface materials the following criteria should be considered:

- The type and function of the street.
- The number of pedestrian, cycle and vehicle movements.
- Locally historic prevalent materials.
- Creating a well-balanced and attractive street scene.

Acceptable surface materials, which the Council are likely to adopt, are set out below.

| Material | Appropriate Uses | |
|---|--|--|
| <p>Bituminous Materials</p> <p>There are two main types of this material:</p> <ul style="list-style-type: none"> • Hot rolled asphalt with chippings/red chippings/white chippings/black chippings • Dense Bitumem Macadem. <p>These materials provide a good surface however, large areas can detract from the appearance of the public realm. Such areas can be broken up with other suitable materials and landscaping.</p> | <ul style="list-style-type: none"> ✓ Highways ✓ Footpaths |  |
| <p>Concrete Block Paving</p> <p>Concrete block paving can provide an attractive alternative to Bituminous materials. It is particularly useful to define less traffic-dominated areas and break up large areas of tarmac. Concrete blocks are readily available in a variety of colours such as red, brindle and charcoal.</p> | <ul style="list-style-type: none"> ✓ Small streets and shared surfaces ✓ Footpaths ✓ Visitor Car Parking ✓ Feature Squares and site entrances ✓ Traffic Calming |  |

| | Features |
|--|---|
| <p>Tegula Concrete Block Paving</p> <p>Tegula concrete block paving can provide an attractive alternative to Bituminous materials. It is particularly useful in historic environments. They are also appropriate use when defining less traffic-dominated areas and break up otherwise large areas of tarmac. It is available in a variety of finishes and colours.</p> | <ul style="list-style-type: none"> ✓ Small streets and shared surfaces ✓ Footpaths ✓ Visitor Car Parking ✓ Feature Squares and site entrances ✓ Conservation Areas |
| <p>Concrete Paving Flags</p> <p>These are widely seen on footpaths in existing and historic areas. Due to potential high maintenance costs associated with repairs, the Council will only look to adopt the current standard paving stones that are present in existing areas.</p> | <ul style="list-style-type: none"> ✓ Footpaths in historic areas ✓ Footpaths associated with infill sites |



4.19 Landscaping and Drainage

Good landscape design can help legibility, create focal and reference points, enhance biodiversity and enhance the overall quality of the external environment. The form, texture and colour of plant material can complement and enhance new and existing building materials. Applicants should integrate landscape within the built development, rather than viewing it as a separate entity confined solely to areas of public open space.

Landscaping can be specifically used to reinforce boundaries and differentiate spaces, soften the impact of buildings, provide new views and frame existing features. The Council will expect applicants to demonstrate how they have taken account of the need to provide a high quality landscape design in their proposals to:

- Ensure that the proposals are sympathetic to their surroundings.

- Create places that are adaptable, responding to changing circumstances, long-term maturity and private management.
- Ensure that the scale, form, layout and materials are appropriate to the setting.
- Create attractive, safe and vibrant open spaces.
- Ensure that public and private spaces are well defined.
- Create new, attractive and innovative features to the area to enhance character and prominence with hard and soft landscaping elements.
- Integrate existing trees and landscaping on development sites into new development schemes.
- Take account of biodiversity and the potential to integrate sustainable urban drainage.
- Addresses flood risk and drainage issues.

Landscape Details

Landscape details are required for most developments. The level of detail required for a landscape scheme will be dependent on the type and location of the development. All landscape proposals should be considered in the context of existing landscape and townscape quality. Consideration should be given to all different forms of landscaping discussed below.

New Soft Landscaping

Suitable soft landscaping should demonstrate that the chosen trees and/or soft landscaping will be able to grow in that environment and that any new trees shall not cause problems in the future in relation to surrounding buildings, traffic sight lines, services and/or members of the public. Soft landscaping should be carefully selected to ensure that it is low maintenance to prevent it becoming unkempt and unsightly in the future.

New trees are encouraged to be incorporated into new developments. Trees contribute towards health and well-being as well being positive features for wildlife and biodiversity. Native species should always be chosen where possible. Trees should be chosen which are fit for purpose, location and contribute towards character. Careful consideration also needs to be given to size to avoid future conflicts with shade or leaf-fall.

Example of well-designed landscaping that enhances the street scene



Retention of Trees and Hedgerows

Existing trees and hedgerows are valuable landscape and conservation features and they may be subject to protection under a Tree Preservation Order or Hedgerow Regulations. Their retention and incorporation into a scheme may not only be desirable but an obligation. Trees may also be important habitats for protected species such as bats and birds, and applicants also need to be aware of relevant protected species legislation.

A tree survey showing the exact location, species, height and health, girth and crown spread of existing trees should be shown on a plan with an accompanying schedule with information as to their proposed treatment or removal (a qualified tree surgeon should be employed to provide this information). Trees protected by a Tree Preservation Order or within a conservation area should be identified and retained. Should a protected tree, covered either by a TPO or within a conservation area be removed, a replacement tree should be provided unless agreed with the local authority, and shown on the plan, together with details of species and location.

Structural Landscaping

Development sites adjacent to major roads, next to conflicting land uses or sites that have sensitive visual edges should preserve amenity by establishing landscaped buffers to mitigate for noise, pollution and visual intrusion.

Sustainable Drainage

Sustainable drainage systems (SuDS) can be used in all types of development to provide a natural approach to managing drainage. SuDS work by slowing and holding back the water that runs off from a site, allowing natural processes to break down pollutants and preventing flooding in urban areas.

SuDS can be source control measures which deal with run-off at the surface where rainfall lands or site control measures which manage the surface water run-off from larger areas, such as part of a housing estate, major roads or business parks.

When designing a SuDS system there a number of connected components to consider which known as the management train. The management train starts with prevention and progresses through local source controls through to source controls and finally to larger regional control measures before final discharge to the water environment.

New developments will often be required to incorporate the use of SuDS. On larger sites, SuDS should form an integrated part of the site's landscape strategy and follow the design principles below:

- a) Consider the topography of the site and use existing low points to accommodate, store and treat rainwater run-off.
- b) Designed to be attractive and to enhance biodiversity and the natural environment.
- c) Design to be multifunctional with useable open space for recreation in addition to surface water drainage, attenuation, and flood storage.
- d) The SuDS system should be designed with a variety of features such as basins, wetland with reed and other aquatic vegetation cover, swales and ditches to act as water conduits.
- e) SuDS Ponds should be designed in such a way that prevents them from becoming a bird attracting feature. There is a general presumption against the creation of open water bodies within 13 km of Newcastle Airport. Any permanent open water bodies associated with the scheme should be fully covered. This would take the form of reed beds and netting, with the netting proposed as a temporary measure until the reed beds become established.
- f) Protect watercourses, avoid culverting, and promote the reopening of culverted watercourses

Landscape Management Plans

Management Plans – Privately Managed Sites

Where future maintenance of the landscaping scheme remains the responsibility of the developer or is to be transferred to a private management company or trust, the developer will be required to submit for approval a management plan for the long-term maintenance of the landscaped areas and open space as part of the planning process. A comprehensive Management Plan will be sought for proposals. This should demonstrate to the Council that maintenance and management of the landscaping on the site would exist in perpetuity. The Council may seek to ensure this by attaching a condition to the planning application or by entering into a Section

106 agreement with the developer. A Management Plan should include preparation, establishment and future maintenance of a new landscaping scheme.

Management Plans – Council Adopted Sites

Management Plans for sites expected to be adopted by the Council will be determined on a case-by-case basis. However, if an applicant considers that parts of their proposal may be adopted by the Council then discussions need to be initiated early in the process in order that the correct specifications can be agreed and incorporated into the landscaping scheme.

4.20 Planning for Healthy Developments

Physical and mental health is both positively and negatively influenced by the environments in which people live and work. We therefore need to plan for healthy developments and living environments that support good physical and mental health of the whole population. The key areas where good design and planning can contribute towards designing healthy environments are outlined in this section.

Design and the Public Realm

How areas and buildings connect to one another through street layout, footpaths, cycle ways and open spaces can impact on mental health and wellbeing and the amount of physical activity people undertake. The public realm should therefore promote and encourage physical activity such as walking, cycling and running and social connectivity. In order to achieve this, the public realm needs to be perceived as a safe space, which is designed to facilitate safe and direct movement and routes which are accessible for the whole community.

Design Principles:

- a) Proposals should integrate effectively with their surroundings, reinforce local distinctiveness and enhance cultural and heritage assets and their settings.
- b) Provide well designed, appropriately detailed and maintained public realm areas with access to high quality open spaces for play, sport and recreation.
- c) Layout of development should minimise the demand for car travel by offering active travel choices. Convenient, safe and attractive walking and cycling routes should be integrated into new developments and provide essential links to the surrounding area and local services.
- d) Provide easily navigable routes which cater for the needs of all age groups. Consideration should be given to the provision of benches in appropriate places for in particular for people with limited mobility.

Age Friendly Environments

A healthy environment is a good place to grow up and grow old in and should meet the needs of children and young people and be adaptable to the needs of an ageing population and those with other sensory or mobility impairments.

Older people require supportive and enabling living environments to compensate for the physical and social changes associated with ageing. These changing needs may

include reduced mobility and physical disability and increased risk of social isolation. Accessible public transport links, such as bus stops within walking distance of people's homes are crucial in maintaining the independence of the elderly.

For the elderly, being physically active is a key factor to independent living, and helps to maintain social interaction and support. The built environment, where designed for health and well-being will enable social interaction and connecting people with places and other people. The provision of accessible open spaces and walkable neighbourhoods will encourage and facilitate increased physical activity amongst the elderly. Age-friendly local green and open spaces will help the elderly to remain active for longer and this will then reduce the risk of social isolation through increasing the opportunities for social connectivity.

Design Principles:

- a) Provide safe and walkable environments in parks, open spaces and community areas with consideration given to benches and areas of shading. This provides opportunities for rest stops and opportunities for incidental social interactions.
- b) Footpaths should be well-lit and evenly surfaced. Where there are changes in ground levels, the transition should be gradual.
- c) Provide appropriately located pedestrian crossing facilities (e.g. next to a bus stop) to minimise travel distances for the elderly, as well as public transport links with bus stops which are within walking distance of homes.
- d) Provide a mix of housing types which cater for the changing needs of the community and an aging population. This will enable people to live within their own homes and community as long as possible and provide opportunities to downsize.

Healthier Food Environment

There is evidence that making healthier foods more accessible and increasing provision of low cost healthier food can contribute to improving diet and reducing obesity. Within the adopted North Tyneside Local Plan restrictions are placed on the creation of new hot food takeaways. Through design, positive interventions can also be considered to support creation of a health food environment.

Design Principles:

- a) Where appropriate to the density and characteristics of development provide space for private and community gardens and allotments.

Green Infrastructure

Green infrastructure plays a significant role in the design of new developments, as well as in the wider environment. Access to green and open spaces improves physical and mental health by providing opportunities for recreation and exercise as well as facilitating incidental community meeting places and opportunities for social interaction.

The proximity and accessibility of green spaces to residential areas is positively associated with increased overall levels of physical activity. Access and quality are important considerations in the provision of green space. Green space that is located

in the right place, with accessible walking and cycling routes will have a positive impact on the reduction of traffic volume by proactively promoting active transport.

Design Principles:

- a) In large developments, there should be well-integrated areas of open spaces which are designed to encourage incidental interaction, for example by strategic placement of street furniture.
- b) New developments should improve connectivity to existing green infrastructure wherever possible.
- c) Open spaces need to be accessible, safe and well-maintained.
- d) Place children's play areas and other outdoor community uses such as parks and allotments in accessible locations that are a reasonable travel distance to the local communities.

Air Quality and Noise

Air pollution has an impact on the health and wellbeing of the population. Air pollution is linked to cancer, asthma, stroke, heart disease and dementia. New developments should be designed to minimise exposure to air pollution, e.g. by locating habitable rooms away from busy roads, or directing pollutants through well-sited vents and facilitating active transport which will reduce traffic volume

Noise pollution has a negative impact on health and wellbeing. Developments should be located to avoid conflicts between land uses. Where issues are identified, the aim should be to mitigate against any adverse impacts that could cause noise pollution.

Design Principles:

- a) The location or layout of development proposals should avoid any significant adverse impacts from pollution, including cumulative ones, on health and wellbeing.

Sustainable Travel

The design and layout of a new development can reduce the need to travel by car to the workplace, schools, shopping or leisure facilities by making walking and cycling as easy and convenient as possible. New developments should be designed to encourage alternative transport modes, for example by providing bicycle storage points and/or changing facilities in work places. Similarly, travel routes should be designed so that genuine priority is given to pedestrians and cyclists so that the community feels safe and confident in using alternative transport modes.

Design Principles:

- a) Ensure that the layout of development facilitates the easy use of sustainable travel choices.
- b) Provide access links to existing public rights of way and cycle networks where possible.
- c) Enhance opportunities to use public transport, including integrating public transport with other forms of active travel.
- d) Cycling and walking routes should be high quality and designed in line with the North Tyneside Cycling Design Guide.

4.21 Quality of Accommodation

The quality of accommodation provided in residential development contributes significantly to the quality of life of residents and reduces energy use. Residential schemes should provide accommodation of a good size, a good outlook, acceptable shape and layout of rooms and with main habitable rooms receiving daylight and adequate privacy. Habitable rooms are considered to be living areas, kitchen spaces and bedrooms.

There will be a presumption that residential units provided should be dual aspect. Any single aspect dwellings provided will require a demonstration that adequate lighting and ventilation can be achieved.

The North Tyneside Local Plan has adopted Optional Technical Standards through Policy DM 4.9 Housing Standards. This applies the Nationally Described Space Standards and optional building regulations for accessible and adaptable homes. Through this policy 50% of homes for private sales are required to meet the building regulation M4(2) – ‘Category 2 -accessible and adaptable dwellings.

4.22 Sustainable Construction and Renewable Energy

The Council encourages opportunities for sustainable construction and renewable energy generation within new developments. This includes providing energy for heating and cooling as well as for generating electricity. On small scale projects there is likely to be opportunities for solar technologies. On large scale development and strategic sites there may be potential for decentralised energy and heating network. Opportunities for these technologies should be explored at an early stage so that they can be incorporated into a scheme from the outset.

Modern and innovative construction methods will be supported such as off-site manufactured homes. Modular construction can speed up the delivery of new homes and provide a sophisticated method of building eco-friendly and energy efficient buildings. The buildings can have a brick skin to provide a traditional look or other types of sustainable cladding can be used for a more contemporary finish.

5. Putting Principles into Practice

This section of the SPD looks at different types of developments and the design principles that should be considered for each one. The design principles for specific situations are intended to assist applicants in submitting schemes which are attractive, positive for the place and fit for purpose. The design principles can assist all those involved in the design and consideration of new development and to allow applicants, designers and others to quality check development proposals at various stages in the design and development process.

Importantly to note, there is not a 'one size fits all' approach for each type of development. The principles set out should be applied flexibly to this scheme, having regard to the specific circumstances of the site.

If proposals fail to respond to this guidance by neglecting to maximise site opportunities and through poor co-ordination with the surroundings, planning permission may be refused. Where unique circumstances for development exists which is not covered in this document, further advice will be provided during pre-application discussions.

5.1 Small-Scale Infill Development

Infill plots are small-scale plots within existing developed areas. A comprehensive solution to infill development can make more efficient use of land, add to the development value of a scheme and enhance the quality of the urban environment.

The immediate context of the site is critical in the design of small-scale residential schemes, particularly where development infills within an existing street scene. Each infill plot has unique characteristics. Infill plots typically relate to a street frontage, and to adjacent buildings and gardens. The analysis of the immediate area should identify what aspects of the context are important to reflect in the new development. It may be that there is a uniform use of materials, a consistent building line, or predominant building type. Proposals will be expected to relate well to the topography of a site and to acknowledge the pattern of historical use of the site.

Design Principles

1. Proposals for infill developments must respect their surroundings. Proposals should follow the existing scale, form and building line of surrounding development and should complement the architectural style and character of the area.
2. High quality design, relevant to context, should be the driver for design. The surrounding area may contain historical buildings, but that does not mean that the new development should necessarily be pastiche or attempt to mimic historic styles.
3. Sites should not be overdeveloped and will need to accommodate areas parking, waste bins, cycle storage and garden space. Gardens should satisfactorily reflect the size and type of the dwelling proposed, the size of the plot and the general character of the area in which the development is located.
4. Proposals should fully consider the potential effect that it will have on neighbouring properties and avoid negative consequences for overshadowing, privacy and daylight.
5. The choice of boundary treatments must be appropriate and reflect any established forms of boundaries such as walls or hedges.
6. Proposals should generally maintain existing site levels and make use of any slope to provide accommodation, e.g. split level rather than large amounts of under building and unsightly blank walls.
7. Preparatory works to trees on or adjacent to a site should not be undertaken without first checking to see if they are protected.

5.2 Plot Subdivision

Plot subdivision is the development of one or more separate dwellings within the curtilage of an existing property. Plot subdivision can provide a useful source of additional housing land but only where there is not a significant adverse impact on the character of the area or amenity of existing houses. Not all large gardens are suitable for development. The size and appearance of gardens and other open land can be important to the character and appearance of a neighbourhood, which may be desirable to preserve.

Design Principles

1. The plot should be of appropriate size and shape to reflect the existing pattern of development in the local area. Sites should be sufficiently wide enough to accommodate buildings of an appropriate frontage width and provide adequate visual separation between houses.
2. The scale, height and massing of new houses should reflect and be sympathetic to those around them. In many cases it will be appropriate for new houses to subordinate to the general form of neighbouring houses.
3. The design, appearance and the materials of proposed houses should complement the character of the existing built frontage. New buildings should reflect local identity and materials used should have a unifying effect. This does not however necessarily mean 'copying' existing buildings. There is scope and encouragement for modern design providing it is relevant to the context.
4. The design should be sympathetic to the character and appearance of the area.
5. The scheme should not negatively affect the setting and character of the original dwelling. New houses should not detract from the individuality of any existing house where their siting contributes to the character of the area. This is particularly important in the case of corner sites.
6. Satisfactory vehicular and pedestrian access to the site must be achieved without having an adverse effect on the amenity of existing and proposed residents and road safety.
7. The site should have adequate car parking that meet the Council's parking standards.
8. The development should not result in an unacceptable loss of privacy, outlook, space or overshadowing for neighbouring properties, and future occupiers of the new dwelling.
9. Existing garden and boundary walls, hedges and railing fences provide important features in the street scene and have a unifying effect, which can

contribute greatly to the local environment. These features should be retained and reflected in the design of the new property.

10. Preparatory works to trees on or adjacent to a site should not be undertaken without first checking to see if they are protected. The development should not result in significant loss or damage of trees.
11. The new plot should include an area of private garden space, reflective of the needs of the dwelling size.
12. Where a plot is subdivided into more than one plot, a coordinated approach to the development will be required.

5.3 Design in Historic Environments

North Tyneside's historic environment creates a sense of place, well-being and cultural identity for the borough. Accommodating change requires an approach which adds new layers to the historic environment in ways that recognise, interpret, and sustain their heritage significance.

New buildings clearly need to meet current needs and reflect the availability of modern materials and techniques while also respecting established forms and materials that contribute towards the character of an area. As with all development, understanding significance of the place is crucial. Proposals should have a good understanding of the historic development of an area and the significance of its heritage assets. This understanding establishes the sensitivities of the place, defines opportunities for new development and informs its design.

The historic environment provides a rich source of inspiration for an imaginative approach for the design of new development. Contemporary architecture has the potential to sit successfully alongside historic buildings and enhance existing areas that already have their own distinctive historic value. It is the quality of the relationship between old and new that is critical, not the architectural approach.

A Heritage Assessment is required to support proposals in historic environments that would affect a heritage asset or its setting. The level of information provided should be appropriate and proportionate to the significance of the heritage asset and the potential impact of the proposal upon that significance.

Design Principles

1. Proposals should be informed by an assessment of the heritage significance of the area or asset which would include an understanding and analysis of:
 - a) The history of the area or asset and their setting.
 - b) The special architectural and visual qualities of the area or asset and their setting.
 - c) The pattern of existing development and routes through and around it.
 - d) Important views.
 - e) The scale, design, detail and character of neighbouring buildings.
 - f) Any potential impacts of the proposed development on heritage assets and their setting.
2. The correct design approach will always be found in examining the context for any proposed development in detail and relating the new building to its surroundings through an informed character appraisal. This does not imply that any one architectural approach is more appropriate than another. A traditional design that fits in or contrasting contemporary design may both be appropriate.
3. Materials should be high quality and reflect prominent and established locally used materials. This may include natural British slate, timber windows, metal rainwater goods and handmade bricks. There may also be opportunities to use high quality contemporary materials such as corten steel and copper.

4. External features including alarm boxes, meter boxes, satellite dishes and ventilation and extraction flues should be sited to minimise the visual impact. These will usually be limited to the rear roof pitch or rear elevations.
5. Heritage assets are sensitive to changes and alterations. Extensions should not dominate the existing building in relation to its scale, position or choice of materials and should, on the whole, remain subservient to the main structure. More information on extending buildings can be found in section 5.10 and 5.11.
6. Repairs to heritage assets should normally be carried out with traditional materials, for example, pointing a historic wall with lime mortar to retain breathability.
7. Development within the curtilage of heritage assets must have full regard to the following:
 - a) The heritage asset should be retained as the visually prominent building.
 - b) The principal elevations of the heritage asset should not be obscured by development. New buildings should not breach any close formal relationship between the heritage asset and traditional outbuildings or any other sensitive part of its setting.
 - c) Development should respond of the heritage significance of any formal gardens in terms of their size, layout, features and relationship to buildings and structures.
 - d) Developments in front gardens that would harm the relationship of the building with the street on which it is located will not be supported.
 - e) If a heritage asset is to be restored as part of a new development proposal, works to the heritage asset should be carried out as the first stage or as part of an agreed phasing scheme.

5.4 Converting Buildings

Buildings proposed for conversion often include churches, agricultural buildings, industrial and commercial buildings, warehouses and large residential houses and outbuildings. Every conversion is unique and many buildings that may not immediately seem like the obvious building to convert can often create unique and exciting conversion possibilities. Converting buildings to new uses can also be the most environmentally sustainable option for development. It saves the environmental costs of disposing of demolition waste and reduces the need for the manufacturing of new materials.

With any conversion there is a balance to be struck between incorporating the practical requirements of a new use and protecting the special character and significance of the building and its setting. These potential conflicts require careful and thoughtful design, and innovative solutions often need to be found.

Many older buildings that may be appealing to convert to other uses are often heritage assets. Designs for conversions should aim to facilitate new and sustainable uses without compromising the heritage significance of the existing building. A successful conversion should reflect the building's heritage and former uses.

Design Principles

1. An understanding of the original structure, materials and methods of construction and sensitivity to change should form a basis for all conversions.
2. The conversion should involve minimal changes to the building's immediate and wider landscape setting. Works should conserve the relationship with the landscape. This is especially important where there are large, simple, open external areas and associated boundaries that may form part of the character setting. Car parking and waste storage also need to be sensitively designed to respect the setting of a building.
3. Retention of as much historic fabric as possible is a fundamental part of any good conversion, together with the use of appropriate materials and methods of repair. A thoughtful approach should be taken to ensure this character is not lost by excessive replacement, rebuilding or cleaning of significant historic fabric.
4. Repairs to significant elements of historic buildings should be carried out on a like-for-like basis. For example, if there are any original windows intact, they should be repaired and used as a template for any necessary replacements. Off-the-shelf windows are unlikely to be suitable for size or design. Modern materials, detailing and techniques of construction may be appropriate for the repair or replacement of large areas of fabric, for example, large openings such as barn doors could be suitable for an expanse of minimally framed glazing.

5. A conversion should be informed by the historic use of the building. Part of the character of the building may be derived from, for example, minimal or no window openings, very low floor to ceiling heights, large undivided internal volumes, and fittings and fixtures from previous uses. The loss of any element of that character is likely to weaken the interest of the building and would need to be considered against the justification and principle of conversion.
6. The subdivision of the interior space will usually be informed by the limitations of the building (the positioning of internal structural walls), as well as the opportunities it presents such as voluminous double-height spaces.
7. Windows, doors and openings on the principal elevations will often be restricted to those that already exist. On secondary elevations some additional window openings and doorways may be acceptable. If a new opening is to be inserted, sympathetic proportions and detailing should be used, following existing patterns on the building. In some instances, subject to careful design, new openings could be contemporary in style, though this will be assessed on a case by case basis. In order to introduce natural light, creative solutions may include:
 - a) Adding conservation-style rooflights on less prominent elevations.
 - b) Using glass tiles or discreet ridge glazing.
 - c) Glazing entire gable ends.
 - d) Applying full height glazing to existing openings.
8. Extensions that link outbuildings may be acceptable if designed appropriately; infilling is unlikely to be acceptable. Additions such as porches, conventional conservatories or attached garages are not likely to be appropriate.
9. Consideration should be given to protected species such as bats and birds, where relevant, particularly in relation to roof and window spaces, crevices and lighting.

5.5 Sloping Sites

Despite North Tyneside being generally flat, there may be opportunities for development on sloping sites such as near the riverside. A sloping site can add interest and character to a development, allowing variation in design and maximising views out to the surrounding area. Due to their nature, these plots are often very visible from all angles of the surrounding area and therefore a high quality design is required. New buildings on sloping sites will often require more design consideration than a flat site to balance the design, excavation and potential amenity impacts on neighbouring properties.

Design Principles

1. Development on a sloping site must respond appropriately to the topography and existing buildings in order to contribute to local character.
2. The design of a scheme should be suited to the sloping site rather than trying to significantly alter the site through earthworks to 'fit' a predetermined design. Although some cut and fill on sloping sites is unavoidable, the visual, structural and drainage impacts can be mitigated by designing the building to step with the landscape and minimise the need for extensive excavation.
3. When proposing more than 1 house or a large building, it should be designed to step up the street frontage in terms of heights, entry levels and roof forms. Raising the site to create a platform for development will not be supported. Within individual houses or buildings, a split level floor plan may be the best solution.
4. The elevated position of buildings on sloping sites will often impact on the privacy of neighbours, whose gardens or windows may be overlooked by the new building. This should be considered as part of the initial design.
5. The scheme should maintain a good visual relationship with the street. Positioning garages and utility accommodation on lower floors can create an unattractive street scene. Where this applies, design features should reduce the impact such as setting garage doors back or beneath overhanging balconies.
6. To create a useable garden space, designs will often look towards raised decks or patios. In these cases, due consideration should be given to privacy and overlooking of nearby houses.
7. Consider Building Regulations relating to access and potential requirements for ramps.

5.6 Tall Buildings

In the right location a well-designed tall building can make a positive contribution to an area. Individually, or in groups, they can affect the image and identity of an area as a whole. They can serve as beacons of growth and regeneration, and stimulate further investment. However by virtue of their size and prominence, such buildings can also harm the character and appearance of an area, where there is a lack of appreciation or understanding of the context in which they sit.

North Tyneside has few tall buildings but recent developer interest along some areas of the riverside has led to proposals for buildings that are taller and larger in scale than the established built form.

A tall building is defined as any structure that breaks the skyline and/or which is significantly taller than its surrounding built fabric. Where appropriate, tall buildings will be expected to create positive landmarks within the local area and on the skyline. Tall buildings may be single or 'stand alone' structures or may form part of a cluster which should be designed as part of a 'family' of structures that relate to one another in some way. In North Tyneside, single stand alone tall buildings are more likely to be appropriate.

Outline applications are not appropriate for tall buildings; a full planning application is required so that the planning authority has sufficient detail to allow the impact of the building to be properly assessed. Pre-application discussions will be essential for tall buildings. A range of explanatory drawings and illustrations should be submitted with an application such as artist impressions and photomontages. The construction of a scale model will often be helpful in assessing the impact.

Design Principles

1. The design of a tall building should be based upon a site analysis which considers the topography, character, history and opportunities and constraints of the site. Tall building proposals within conservation areas or within the setting of a listed building should preserve or enhance the character and appearance.
2. The design of a tall building should assess the visual impacts both during construction and operation. The assessment should review the impacts of the building from all important view points. It is advisable to agree the assessed location points with the Planning Authority during pre-application. Impacts should be assessed from minor to adverse and then consider possible mitigation. For example, landscaping may help to screen and soften the lower levels and operational areas of a building over time.
3. Tall building proposals are encouraged to have some community or public function which can significantly help integrate new development with the surrounding communities.

4. Materials should show sensitivity to their surroundings and should aim to be of the highest quality, directly responding to the existing urban fabric, whether by utilising similar or sympathetic materials or by positive contrast.
5. The design should consider climatic effects to ensure there is not adverse effect on overshadowing, diversion of high speed winds to ground level or glare.
6. The form of the roof of a tall building should enhance the skyline. Often it will be appropriate for a building to have a slender structure which reduces in height near the top.
7. A tall building should maintain a successful relationship to the street it is in by responding to building depths, street frontages and providing an appropriate scale compatible with the surroundings.

5.7 Greenfield Sites

While every effort will be made through the planning process to develop previously developed land, inevitably to meet the housing needs of the Borough some development will take place on sustainable greenfield sites. 14 of the 70 housing allocations in the Local Plan are on greenfield sites. Some of these sites may have strong connections to existing communities while others may lack a clear surrounding context. In these circumstances the challenge will be to create new distinctive places with their own identity.

Greenfield sites often have more flexibility in the design process and offer opportunities to improve and enhance connections and facilities for existing communities as well as new residents. Particular care is often needed on the edges of greenfield sites, either to provide an appropriate transition to the countryside or to connect sites to existing communities.

Design Principles

1. The design and layout should be developed around existing vistas, landscape features, watercourses, pedestrians and cyclist's routes, topography and heritage and archaeological assets to protect and enhance positive features. The impact of new development on the appearance of the landscape in distant views should be treated with particular sensitivity.
2. Public areas should be used to help create character and identity. In particular, the design of housing along prominent streets, key frontages and open spaces will help to create well design areas with a sense of character. Modern, innovative and bespoke architecture is encouraged to be a feature of new neighbourhoods - particularly in visually prominent places.
3. New areas of open space should form an integrated network of green infrastructure which connects to wildlife corridors and recreation routes.
4. A clear street hierarchy should be established throughout the site based on the required capacity of the street and the intended character. There should be clearly identifiable primary roads, residential streets and shared surfaces. Sites should promote sustainable modes of transport and provide easy access to public transport. For large sites, layouts should create an effective and efficient local transport and highway network.
5. Standard house types should not inhibit the creation of diverse and interesting places. Standard house types should be adapted to complement local character or create a place with a new identity. House types should be distributed so they are not repetitive and that priority is given to creating a sense of place.
6. Consideration should be given to community facilities such as schools, allotments, health facilities, play sites and retail facilities. Where these are required they should be located in an accessible area of the site and should

be agreed with the Council. These areas should be a natural focus for higher density development and a focal point for the community.

7. For larger site consideration should be given to phasing and the delivery of infrastructure to support new communities.
8. Large sites should include different character area, each with their own identity and character and form an overall coherent and distinctive community that complements nearby established settlements.
9. Particular care should be given to the design of the edges of the site. Boundaries to existing communities should be sensitively treated and it may often be appropriate to include landscape buffers around the edges of a site to provide privacy to existing residents as well as creating opportunities for attractive pedestrian routes and wildlife corridors. Conversely where a site borders onto open countryside, it should seek a gradual transition from the open country to new development.
10. There should be a mixture of housing tenures, types and sizes reflecting the diverse needs of North Tyneside's growing and aging population; including a mix of affordable housing, possible specialist needs housing and consideration given to executive housing and the opportunity of providing self-build plots.
11. Consider potential to connect and improve existing footpaths, cycleways and bridleways.
12. Sites should create distinct arrival points with easy to navigate street layouts supported by landmark buildings and spaces to facilitate movement.
13. A mixture of parking solutions should be used and visitor car parking should be evenly distributed throughout the site.
14. Sustainable drainage should form an integrated part of the landscape created on the site to ensure that draining and flood risk issues are fully addressed whilst connecting with and enhancing green infrastructure and wildlife value of the area.
15. Some sites may of a sufficient scale to incorporate sustainable technology to minimise the environmental impact of the development. Such considerations could include local heat and power generation and solar power technologies. Opportunities for these technologies should be explored at an early stage so that they can be incorporated into a scheme from the outset.

5.8 Out-of-centre Commercial Development

Buildings erected for business or retail uses are often grouped within business and retail parks or industrial estates. The principles of good design are often given less consideration for these buildings with a focus often on maximising ease of access by road. The principles of good design apply equally to retail, employment or mixed use developments. Business and Retail Parks should promote high quality design in order to enhance the overall quality of the built environment, integration with existing development and accessibility by walking, cycling and public transport.

Large-scale buildings can often appear out of context with their surroundings, and visually and aesthetically can impose themselves on the landscape rather than integrate with it. Business and retail parks provide an opportunity for the use of bespoke, creative and innovative building design. New development, in these instances, can be a showcase and can provide benefits for a business, community or wider area.

Design Principles

1. To avoid a reliance of car use, sites should integrate sustainable forms of transport which are safe and easy to use. Good pedestrian and cycle links must be well integrated into developments with areas identified for cycle storage.
2. Such areas will by their nature be more intensively focused towards vehicular movements, however consideration should be given towards the likely needs of other users and every situation will still be assessed on its own merits. Particular consideration will be required regarding heavy goods vehicles and cyclist interaction.
3. There should be a network of wide and continuous footpaths with safe accessible crossing points at road junctions. These footpaths should provide access between buildings, public open spaces, bus stops and be linked into other pedestrian routes within and beyond the site.
4. Designs should aim to break up the mass and scale of buildings, avoiding large expanses of single span roof structures or materials. Using designs with a variety of building forms, heights and materials can produce more attractive results.
5. Loading bays, refuse facilities, outdoor storage (where allowed), mechanical plant and other operational requirements must be incorporated into the overall design of the building and its landscaping.
6. Layouts should be flexible and should not lose the potential for linkage with future development sites subject to any environmental constraints.
7. Where surface car parking is proposed, this should be supported by substantial elements of planting and good quality surface materials.

Opportunities may also exist to incorporate sustainable drainage systems to reduce surface water run off from the parking areas. Multi-storey car parking should also be carefully designed and be well integrated with its surroundings.

8. Proposals should provide an active frontage development with clear entrances into buildings.
9. Materials should be appropriate to their context, should be of good quality and be easily maintainable for future years. The use of contemporary materials and/or those associated with sustainability and energy efficiency are encouraged where these contribute to and are consistent with the overall design of the building.

5.9 Development in Town Centres

Town centres should provide a high-quality and safe environment. Where there are opportunities for new developments, they should promote high quality and inclusive design, in order to improve the overall character and quality of town centres and the way it functions.

Design Principles

1. Development should normally be orientated so that it fronts the street, respect building lines of the existing urban environment and, where appropriate, build up to the edge of the curtilage.
2. Respect existing eaves and ridge heights of surrounding buildings.
3. Provide well-marked entrances to facilitate access and use. Enhance all public entrances to a building or use through compatible architectural treatment. Main building entrances should read differently from retail storefronts, restaurants, and commercial entrances.
4. Provide an identifiable break between the building's ground floors and upper floors designed for office or other use. This break may include a change in material, change in fenestration pattern or similar means.
5. Window placement, size, material and style should help define a building's architectural style and integrity.
6. Exterior lighting should be integrated with the building design, create a sense of safety and encourage pedestrian activity after dark. Proposals should consider lighting that contributes to the night-time experience of town centres including facade up lighting, sign and display window illumination, landscape, and streetscape lighting.
7. Ground floors should generally be transparent so that the activity within the building is visible from the street. Ideally this should also include opportunities for activity to spill out onto pavements. These active frontages should relate to ground floor retail spaces, cafes, restaurants and bars.
8. Security grilles and roll down doors should only be used where necessary in order to create an attractive and inviting environment.
9. Mechanical equipment should be either screened from public view or and located on the rear of a property. Where appropriate to do so, equipment could also be located on the roof top.
10. The design of shop fronts should be well integrated with the local context. There should be level access from the public realm.

11. Townscape views into and out of larger sites should be carefully considered from the start of the design process.
12. Large amounts of surface level parking are likely to detract from the overall appearance of the town centres. Car parking should normally be located to the rear, underneath or, where appropriate, above new development. Where surface car parking is proposed, this should be supported by landscaping. Multi-storey car parking should also be carefully designed and be well integrated with its surroundings.
13. Service areas should be carefully located within a development so as to minimise visual impact.
14. Where appropriate, proposals in town centres should consider providing street furniture which is well designed and co-ordinated.
15. Proposals should support the public realm with a consistent treatment of surface materials and consideration given to public art.

5.10 Extending Buildings

All extension proposals must offer a high quality of accommodation and design that will sustain, enhance and preserve the quality of the built and natural environment. By definition, extensions are additional components and should consequently remain ancillary or subservient to the original building. Every extension site is different, and will have a different level of impact depending on whether it is at the front, side or rear of a property, or involves work to the roof. An analysis of the immediate surroundings should form the foundation of any design.

Some buildings are more sensitive to extension than others. Symmetrically designed buildings or buildings with a complete design (such as lodges) or inherently small size may not be able to accommodate an extension without becoming unbalanced or dominated by the extension, or by detracting from the original design. Buildings that have been extended before may also be limited by the cumulative impact of the extensions.

Design Principles

1. An analysis of the immediate surroundings should form the foundation of any design. This must consider:
 - a) Whether or not the property is listed, or is contained within a conservation area;
 - b) The location of the extension in relation to the public zone of the street and the nature of that streetscape;
 - c) The effect that the extension will have on adjacent properties and land;
 - d) The effect that the extension will have on the existing property; and
 - e) The forms and scale of existing built structures near the site.
2. Extensions should always complement the form and character of the original building rather than seek to transform it into something else. This may be achieved either by continuation of the established design form, or through an appropriate contrast in high quality contemporary design.
3. The scale of an extension and its position should normally be subservient to the main building. This will usually involve a lower roof and eaves height, significantly smaller footprint and spans and lengths of elevations.
4. Materials should show sensitivity to their surroundings and should aim to be of the highest quality, directly responding to the existing built fabric, whether by utilising similar or sympathetic materials or by positive contrast.

These design principles provide an overview for all types of buildings. The next section provides more detailed advice for residential extensions.

5.11 Residential Extensions

Across North Tyneside there is a diverse range of housing styles, types and ages. Extending and altering these homes can be appropriate; however consideration should be given to a range of factors.

Do I need planning permission?

Planning permission is only required when the works being carried are defined as 'development'. As a result alterations to the inside of a house do not require planning consent, unless it is a listed building. There are also some smaller extensions and alterations that do not require planning permission and can be carried out under 'permitted development'. These rights are not set by the Local Planning Authority, but are defined by Parliament and have a number of requirements that must be complied with.

Some properties have had permitted development rights removed. Generally these are:

Flats and maisonettes

Properties with an Article
4 Direction

Houses on some newer
housing developments

For example, flats will often require planning permission to install new windows. The only exception is where they are replaced on a like for like basis, which must include the materials; openings; window pane size and pattern; and glazing bars. The installation of double glazing would also require planning permission.

For those dwellings that have permitted development rights; replacement windows must be of a similar appearance to the existing units. To not be considered development they must not materially affect the external appearance of a building.

The following web links can provide further guidance:

Definition of development
<https://www.gov.uk/guidance/when-is-permission-required>

Works that can be carried out under
permitted development
<https://interactive.planningportal.co.uk>

Properties with an Article 4 Direction
<https://my.northtyneside.gov.uk/category/1076/do-you-need-planning-permission>

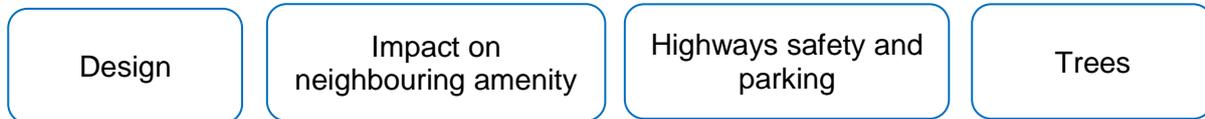
Houses with permitted development
rights removed
<https://my.northtyneside.gov.uk/category/1076/do-you-need-planning-permission>

If you are in doubt and would like confirmation from the Planning Department whether planning permission would be required, please submit a formal application for a Certificate of Lawful Use. If approved, the works permitted are protected from enforcement action and the certificate can be used as proof when selling your

property. Fees are associated with this service. The application form and guidance notes can be found on the [Council's website](#).

General principles for extensions

In assessing planning applications for extensions and alterations to dwellings, the following issues will be considered:



Any extension should take these factors into account before applying for planning permission.

Design Principles for Residential Extensions

Each individual property contributes to the street scene and, as a result, the overall character of an area. A well designed extension, or alteration, can maintain or enhance its surroundings. All extensions must offer a high quality of accommodation and design that will sustain, enhance and preserve the quality of the built and natural environment. By definition, they are additional components and should consequently remain ancillary or subservient to the original building.

Extensions should complement the form and character of the original building, taking cues from its design, scale and proportions. This is also reflected in the detailing, such as window design, and the appropriate use of materials. Materials should match or complement the existing building in colour, tone (such as light cream and dark cream), texture and size. Where a neighbourhood has been much altered in the past, it is important to focus on the underlying character of the building and not past inappropriate additions.

Further consideration should be given to dwellings within conservation areas. In this instance extensions are required to maintain or enhance the character and appearance of the area. Similarly with listed buildings regard will be given to maintaining its special interest. More guidance can also be found in the 'Design in Historic Environments' section.

Impact on Neighbouring Amenity

The impact on neighbours is considered through the effects on privacy, outlook, dominance, light and overshadowing.

- a) **Privacy:** Extensions should avoid compromising the level of privacy within habitable rooms and private amenity space. The position of windows and separation distances are considered in regard to this.
- b) **Outlook and dominance:** A reasonable outlook should be maintained between neighbouring properties. This can be protected by ensuring extensions are not so large and close to the boundary that it forms a very dominant feature.
- c) **Light and overshadowing:** Extensions should maintain a reasonable level of light to habitable rooms and not cause significant overshadowing.

Highways Safety and Parking

Extensions and alterations will be required to ensure that the views of motorists would not be screened. The style, height and position of new fences and walls is an example of this.

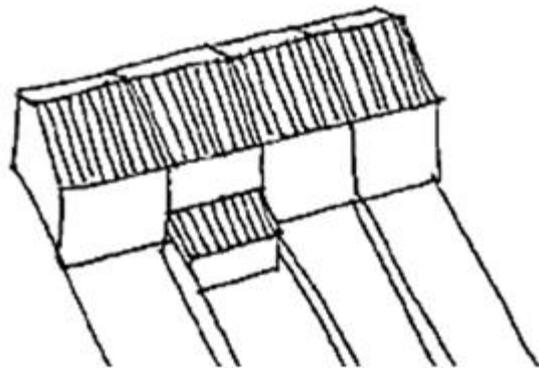
Off road parking should be retained as part of any new development. Drives should be retained at a length of 5.5 metres or 5.0 metres if the garage door has a roller shutter.

Trees

Extensions should avoid the removal of or result in an adverse impact on existing trees. The impact could also include construction activity and the storage of materials within the root spread. Where trees are present a specialist report may be required and, where applicable, any permission granted may require tree protection measures during the construction period to avoid damage.

Single Storey Rear Extensions

The depth of the extension should be carefully considered, especially when adjacent to a shared boundary. When positioned along the boundary, the impact on neighbours' habitable windows and garden will be taken into account. No more than half the rear garden area should be occupied by the extension in order to retain sufficient amenity space.

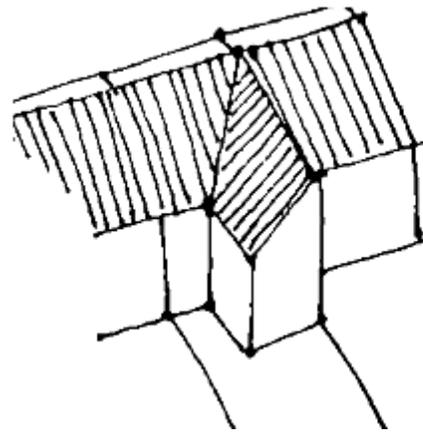


Good example of rear extension with pitched roof.

Windows facing boundaries are not normally acceptable but consideration will be given to existing boundary treatments and the use of obscure glazing. The use of contemporary design, including on traditional buildings, can complement the original building where it is of a high standard of design.

Two Storey Rear Extensions

Due to the impact on neighbouring properties that can arise from two storey rear extensions, they should be small in scale and set in from the side boundaries. The design should appear visually subservient and include lower eaves and ridge height. In general, they are not acceptable on mid-terrace and semi-detached properties where the adjoining houses have habitable rooms close to the shared boundary.



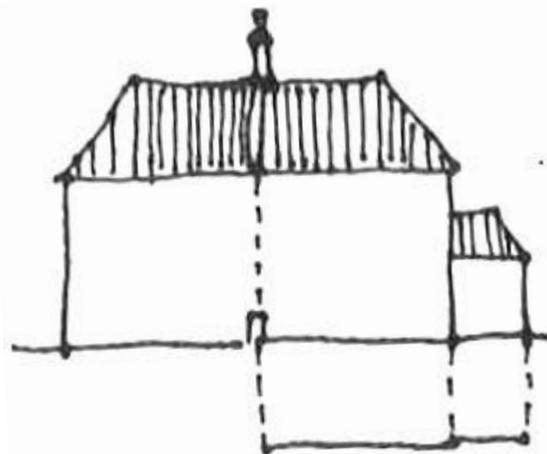
The scale and location of the extension will adversely affect neighbour's light and outlook.

Privacy distances of 21 metres, where properties face back to back, and 12 metres, back to gable, are advisable; however consideration will also be given to the extent of overlooking and dominance that would arise from the development. Particular regard will be given to the impact on neighbours habitable windows and areas of rear gardens that are most sensitive. Generally the most sensitive part of the garden is the area closest to the house.

To assist in reducing the impact, careful consideration should be given to the location of windows. Windows located on the side elevation will be discouraged so as not to have an adverse impact on privacy and overlooking. Where they are necessary, it is likely that they will be required to be obscure glazed.

Side Extensions

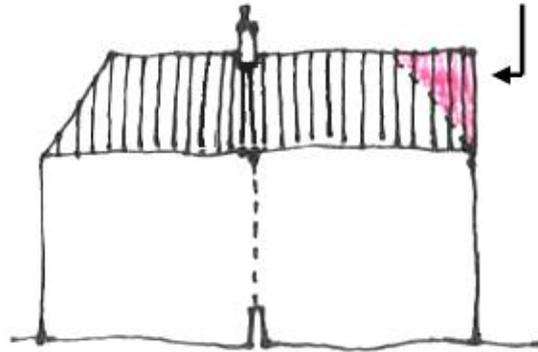
As an alteration affecting the front of a dwelling, it is important that the width of a side extension remains subordinate to the original house. It should also reflect the characteristics of the surrounding area, such as the continuation of a recessed first floor, and designed to ensure the dwelling remains balanced in the street scene. Particular care should be given to properties on a corner plot as it must respond appropriately to more than one frontage.



Side extension is subordinate in size and complements the roof form of the original house.

These extensions can be further improved by setting back the front elevation from the existing building line and two storey extensions using a lower ridge height. This can help prevent loss of character where the spaces between buildings can be completely closed up, especially when two adjacent owners carry out side extensions. This is often referred to as 'terracing'.

Within conservation areas, side extensions should be carefully designed to ensure there is not an adverse impact on its character and appearance. Character can be derived from the roofscape and the spaces between semi-detached or closely spaced detached properties. As such 'terracing' and the conversion of hipped roofs to a gable end will not be supported.

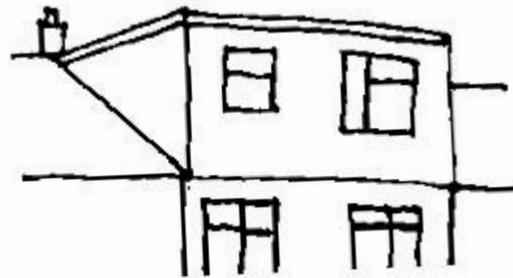


Area built out in a typical hip to gable conversion.

Support will be given to the conversion of flat roofed extensions to a pitched roof design that takes into account the character of the surrounding area.

Dormer Windows and Roof Alterations

Loft conversions can be considered a relatively simple way of gaining additional living space; however the addition of dormer windows or roof lights can significantly alter the appearance of the property. Any dormer windows should therefore be of an appropriate scale and design, taking into account the design of the dwelling and character of the area. They should always appear visually subordinate.



A top heavy design appears overly dominant in the street scene and is detrimental to the property.

In all cases it is therefore important to ensure that a top heavy design is avoided and that the majority of the original roof shape is retained. To achieve this, dormer windows should be set in from external walls or boundaries and always positioned below the ridge line and above the eaves. In some instances two smaller dormers may be more appropriate than one larger feature.

Where there are no dormer windows present in the street, all proposals will be assessed on a case by case basis taking into account the character of the wider area. The design should be in keeping with the character of the street scene.

Roof lights can be a suitable means of allowing light into a loft space without requiring the construction of a dormer window. To reduce their impact on visual amenity they should preferably be of a low profile. In conservation areas heritage

style roof lights, that sit flush with the external surface of the roof, should be used to reduce the impact on the character and appearance of the property.

Front Extensions and Porches

The size of extensions to the front of a property will generally be determined by the amount of available space and the character of the dwelling. Porches should avoid the inclusion of side windows where they would directly overlook a neighbour's habitable window. Obscure glazing may provide an alternative solution in these instances. Windows located on the side elevation of other front extensions will not be supported to protect neighbours privacy. It is also important that the driveway is retained at the lengths set out in the Highways section.

Outbuildings

Like other domestic extensions, new outbuildings should be of a scale, design and position that would not have an adverse impact on neighbouring properties. This can be achieved by setting them away from adjoining boundaries. The extent of the building should ensure that sufficient garden space is retained.

The design should be appropriate to the building and surrounding area. As such, outbuildings to the rear are less likely to impact upon the surrounding area than those to the front or side.

5.12 Other Householder Development

Fences and Walls

Boundaries are often defined using markers such as gates and gateways, hedges, fences and walls. As a general rule low walls, which can be combined with metal railings, are more appropriate in urban areas. Soft planting, hedging and picket fencing are most appropriate in lower density areas that have a more rural character.



In residential areas planting, low brick walls and fences mark boundaries.

Across much of North Tyneside front gardens are characterised by low walls and fences, maintaining an open street scene and visible building frontages. New boundary treatments should reflect this established character and those that are high level will not be supported. This is particularly relevant on corner sites where longer sections of wall or fencing are especially detrimental. In these cases, where a fence or wall would be sited on the side and rear boundary adjacent to the highway these should not exceed 1.4 metres. In all instances the site specific characteristics of each proposal will be taken into account. Boundary walls and fences should also reflect the materials and detailing of the surrounding the context of the property.

Inappropriate boundary treatment can also have a detrimental impact on the outlook of neighbours. Whilst a high fence can increase privacy and an occupiers sense of security it will not outweigh the harm caused to visual or neighbour amenity.

Balconies

The addition of a balcony will be dependent on its relationship with neighbouring properties. Balconies should be offset from boundaries and consideration should be given to screening, such as opaque glazing. In all cases care should be taken to avoid the overlooking of neighbours' windows and gardens, with those that would result in an unreasonable loss of privacy not considered favourably.

Solar Panels

Sustainable development is supported within North Tyneside. For domestic properties, the installation of solar panels on the roof can be a way of making a home more sustainable. Where permission is sought for their installation they should be inset from the ridge, eaves and side of the roof plane. They should be low profile, projecting no more than 200mm from the roof slope.

Satellite Aerials and Antenna

Whilst these features can sometimes be installed without planning permission, a poorly positioned aerial can be detrimental to the visual amenity of the property and also the street scene. Consideration should be given to ensure it is suitably positioned in order to minimise any potential adverse impact upon the exterior of the property.

Vehicle Hardstandings

When creating a new or replacing an existing hardstanding within the front garden, there are key points that should be addressed. Careful consideration will be given to the character of the surrounding area, for example developments that have been designed with an open frontage. The design must also ensure that the driveway is retained, at the lengths set out in the Highways section, without overhanging the public highway.

Within Critical Drainage Areas, Flood Zone 1 and Flood Zone 2 a permeable or porous material will be required so as not have an adverse flood impact.



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