keepmoat HOMES

TRINITY SOUTH

DESIGN AND ACCESS STATEMENT

APRIL 2013

keepmoat HOMES

frankhaslammilan
delivering the difference

keepmoat PROPERTY

Hartlepool HOUSING

GROUNDWORK
CHANGING PLACES
CHANGING LIVES

RCW
R G WILBREY

3E

M
McGrigors

South Tyneside Homes

idp PARTNERSHIP
NORTHERN

southerngreen

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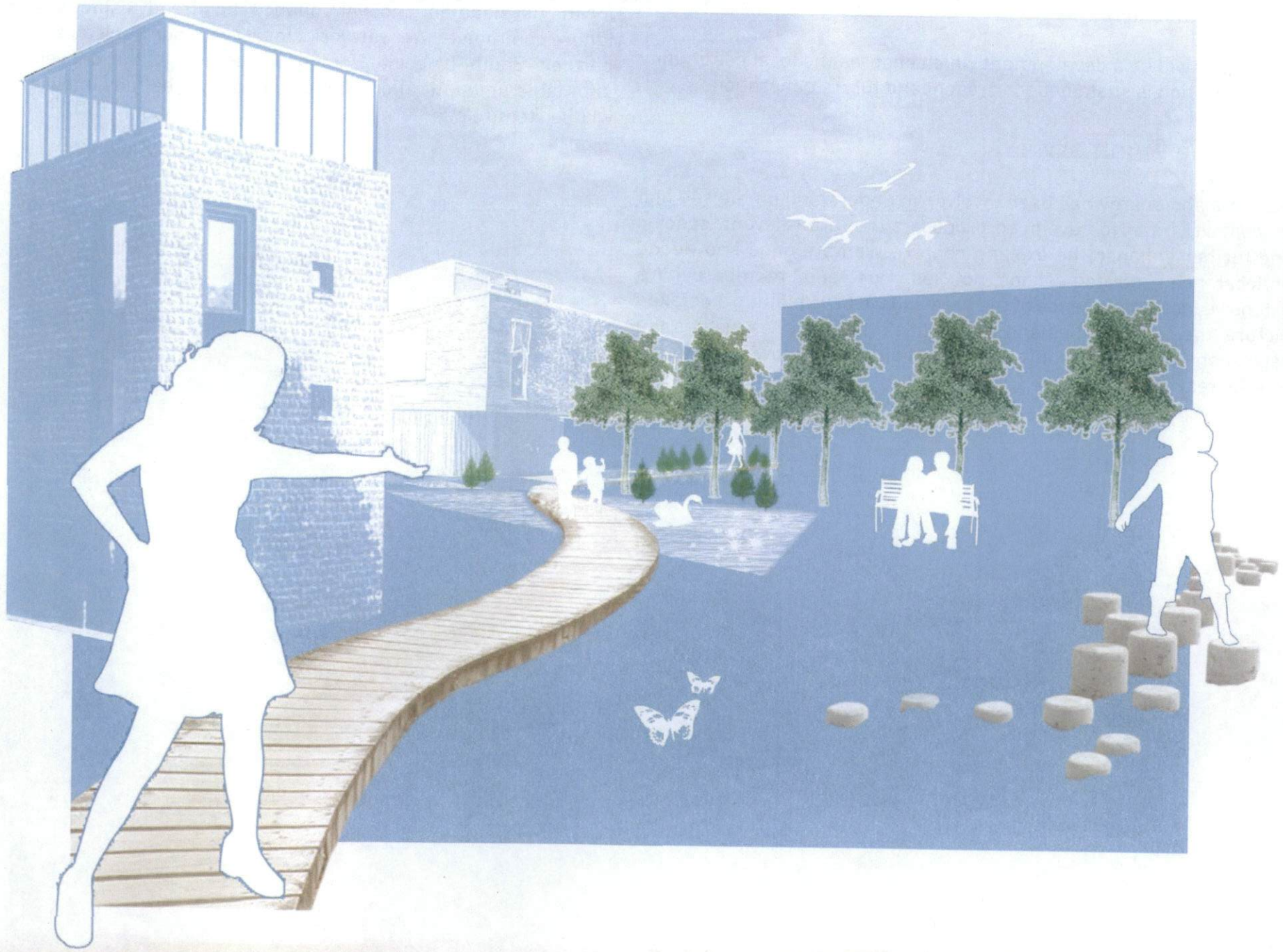
PART 1 : INTRODUCTION

1.0 INTRODUCTION

1.1 Purpose of This Document

Keepmoat Homes, partnering with South Tyneside Homes are committed to achieving the highest possible standard of design within this development. They recognise that good design is fundamental to the development of high quality new housing which contributes to the creation of sustainable, mixed communities.

This Design and Access Statement illustrates and describes how we have prepared illustrative proposals to communicate our depth of vision and commitment to the design ethos of the project.



1.2 OUR VISION AND EXECUTIVE SUMMARY

Our Vision

We want to deliver a flagship exemplar scheme of the highest quality design and sustainability, which complements the history of the surrounding area and its edge of town setting.

We see a future for this exemplar development that will have a positive reputation locally, regionally and nationally, which will be used as a benchmark for others. Our approach to partnership working will ensure we deliver the aspirations of South Tyneside Council, HCA and the local community.

Our legacy will be a development which ensures the local community in this location is sustained for present and future generations...

Executive Summary

Our time and energy has been involved in understanding the site and its context. We have developed proposals that are relevant, specific and further enhance the existing context. We have good knowledge of local need, strategies and policies. Our team members have extensive local intelligence of the area and we have built up a detailed picture, the opportunities and challenges it presents, as well as the aspirations of the community and stakeholders and how these might best be realised.

Providing a wide mix of housing types and tenures

Keepmoat Homes has developed an exciting proposal for the site, with a key gateway entrance to the development including entry to a new linear park.

The Proposal comprises 222 homes and includes the required 10% mix of 20 affordable homes. A broad range of unit types with an emphasis on family homes will achieve South Tyneside Council's aspirations for the development and will enhance the already established mixed tenure community. We will work closely with our Registered Provider partner, South Tyneside Homes, in relation to the delivery of the affordable units. All affordable dwellings will be fully integrated and will be "tenure blind".

The key themes of our approach are:

1) Delivering Outstanding Design Quality

We have prepared detailed design proposals that communicate our depth of vision and commitment to the ethos of the project. Working with the design opportunities we have identified through the competitive dialogue process, we have developed a system of traffic calmed housing clusters set within a landscaped framework, that deliver the number, size and tenure type of high quality family homes desired.

Our proposals are designed to be sensitive to the relationship with the existing land use surrounding the site. The layout reflects the density and typology of the surrounding area and works with the existing street network and pedestrian linkages.

Our proposals aim to deliver the best design requirements through sensitive and thoughtful principles. The landscape within the new development and its links to wider context are key components of our approach to deliver your aspirations

The design response to the character of the new housing development is based on an interpretation of a contemporary vernacular and the palette of materials will compliment and respect the local character.

Our scheme is designed to meet all the requirements of Building for Life principles, Secured by Design, Lifetime Homes (pre-2010) and as a minimum Code for Sustainable Homes Level 3.

2) Delivering Code Level 3 Sustainable Homes

A key element of our approach is the incorporation of a full range of sustainable measures, which will ensure we deliver a scheme that achieves Level 3 of the Code for Sustainable Homes. These measures will result in:

- Minimising energy use
- Using low carbon and renewable energy supply
- Minimising water use
- Minimising waste
- Minimising embodied energy in materials
- Encouraging healthy lifestyle choices
- Better living environments
- Future-proofed housing
- Increased biodiversity
- Better managed build process

Code level 3 will be provided as a minimum with the flexibility to enhance the scheme to meet code level 4 if desired by the Public Sector Partners.

3) Committing to Community Engagement

The redevelopment of the Trinity South site will have an impact on the local community and our engagement proposals will therefore go beyond best practice involving local communities to maximise participation, ownership and community cohesion. We will work with South Tyneside Council and HCA to draw up a comprehensive community and stakeholder engagement strategy that specifically addresses who we will engage, how we will engage them and what the outcome will be.

Keepmoat Homes have a wealth of experience in consultation, gained through working with other public and private sector partners. This illustrates Keepmoat Homes' commitment to working with the local community to achieve the highest aspiration for Trinity South.

4) Supporting Employment, Training and Local Businesses

The redevelopment of the Trinity South site has the potential to deliver both physical transformation and improve local people's lives through the opportunities to strengthen their community, the local economy and create greater cohesion.

We have included best practice proposals for local employment and training that we have been developing at Keepmoat Homes as an employer committed to improving skills and using local labour. Throughout the development, wherever possible, we will use local businesses, suppliers, merchants, agencies and providers.

ECO - FRIENDLY LIVING

Create a place where it's easy for the community to live in a way that reduces carbon emissions and ecological footprints. It should be a place where the benefits of a deep integration of the built environment with landscape, nature, social fabric combine to bring health and happiness.


GREEN ROOFS
RENEWABLE ENERGY
ENHANCE BIODIVERSITY
RECYCLE
LOCAL PRODUCE AND GROW YOUR OWN

Make this a place that is people-focused, that fosters wellbeing, activity and joy for all ages. Great design, craft and art can be made an integral part of everyday objects. By thinking creatively opportunities are created for imaginative play

PLACES AND ARCHITECTURE THAT MAKE YOU WANT TO PARTICIPATE, TOUCH AND EXPERIENCE

ENGAGING ARCHITECTURE

ACTIVITY & EXERCISE

PART 2 : SITE ANALYSIS

2.0 SITE ANALYSIS

2.1 Researching the Context

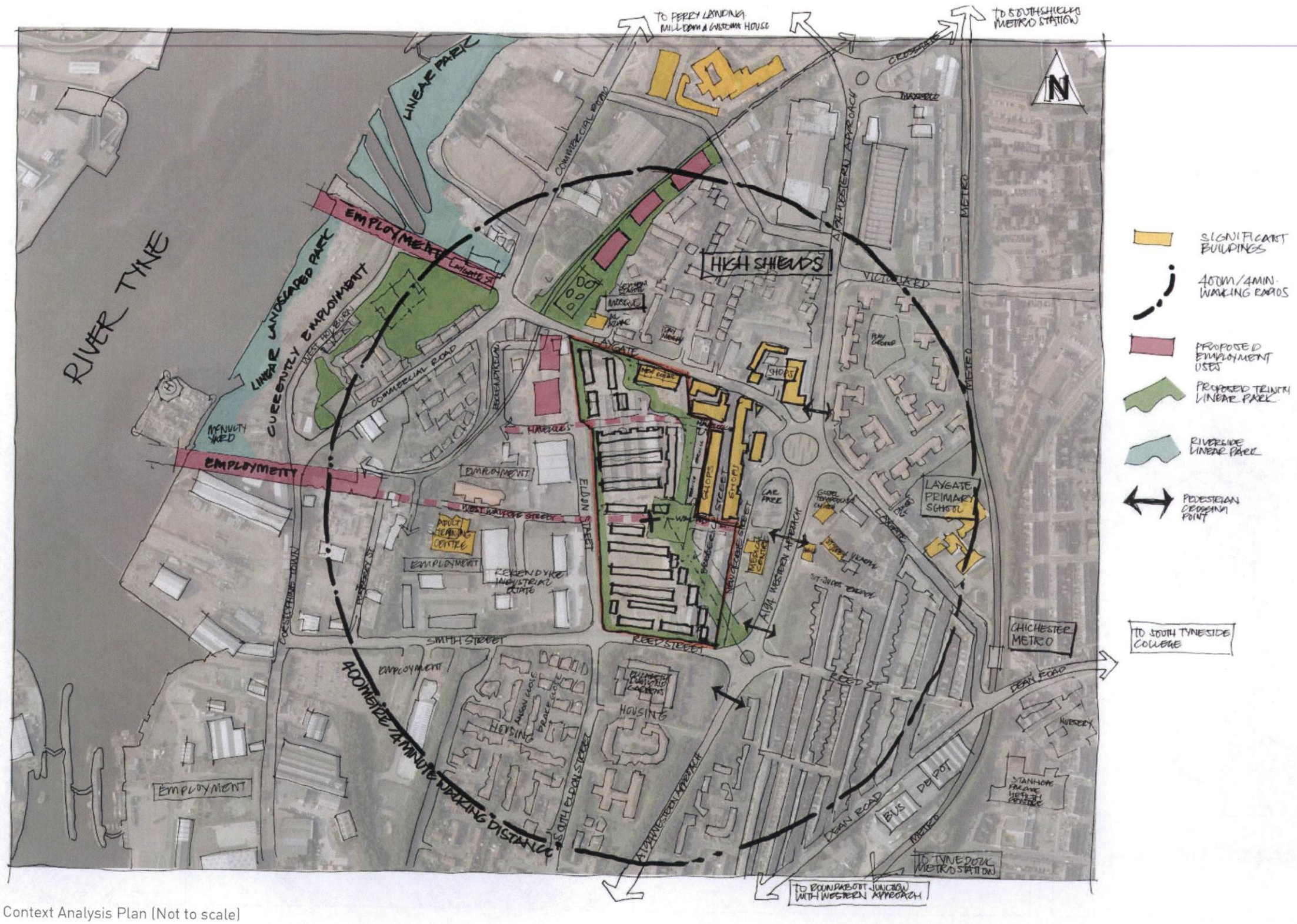
Size and Situation of Site

The site forms a large rectangle with a strong north – south axis reflecting the north – south direction of the previous terraced housing which occupied the site prior to Circatex.

Demolition of the previous terraced housing on the Circatex site exposed the rear of the Frederick Street shops which previously would have been contained as a sanitary lane, and would have been overviewed by the rear of a corresponding north – south terraced block. Development typologies prior to the construction of the Western Approach Road in this area of South Tyneside / High Holborn were defined by a terraced street pattern.

Site Location (Not to scale)

Aerial view of the site (Not to scale)

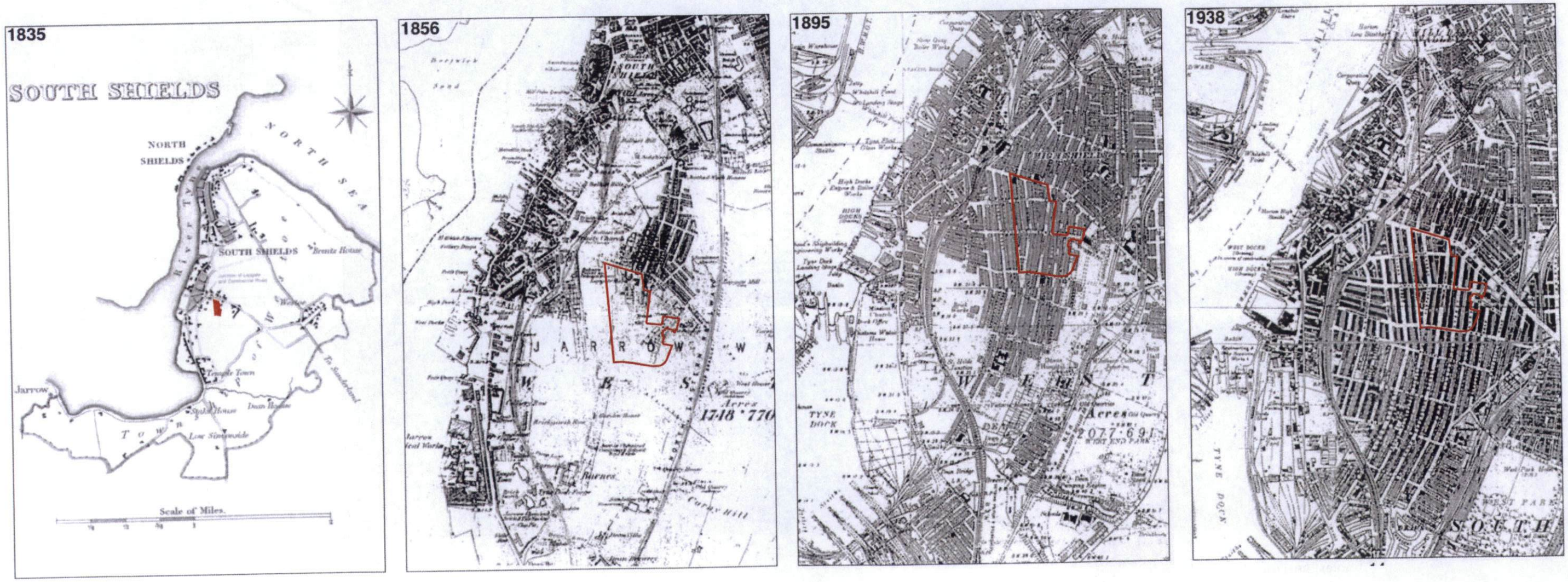


Context Analysis Plan (Not to scale)

Historic Context

The site lies within an established housing area, centred on the area of Frederick Street, and the junction of Laygate Street and Green Street. The area historically comprised the centre of Old Holborn; an area famous for salt making, glass making and ship building. Historically this area was defined by a strong connectivity with the river edge and the location of the salt and glass industries.

In the 1970's the historic pedestrian routeways passing east – west across the site were interrupted by the construction of the Western Approach Road, a dual carriageway which restricted east – west pedestrian footfall. The Circatex Factory replaced an area of related terraced housing which was contained between Eldon Street, Laygate Street, back of Frederick Street and Green Street.



Historic maps showing location of site (Not to scale)

Demolitions And Relocations

Frederick Street will be cleared up to the Walpole Street intersection and will be available for housing. The balance of Frederick Street will be offered as eventual relocation accommodation for businesses wishing to stay within the area.

Figure Ground Analysis

Historic figure ground analysis shows that this arrangement had a strong north – south grain to it with the east – west permeability being created by Walpole Street and Havelock Street cutting across the blocks. The advent of the Circatex Factory cut across this topography, and in effect short circuited the permeability of the area. The Design Team consider the reinstatement of these historic pedestrian desire lanes to be one of the imperatives of the project.

Historic maps showing location of site (Not to scale)

Roof Scape

The roof scape of the site is defined to the west by the terraced roofs of Frederick Street, to the east by the self-contained free standing employment sheds, to the north by the 1960's flatted accommodation, then, to the south by the 1970's and 1980's cul-de-sac housing. A wide range of roof forms and detailing has "watered down" the visual cohesion of this historic area.

Urban Grain

The grain is generally urban in character adjacent to Frederick Street with a reduction in scale to the south; Elizabeth Diamond Gardens, Drake Close and Nelson Close generally becoming tight, suburban in character. Housing to the south is generally terraced and semi-detached.

The majority of houses on Frederick Street are two storeys with a dormer, to the south, two storeys, to the north, three storey flats and to the east, free standing employment sheds.

Building Lines and Set Backs

The terraced shop units sit directly onto the back of pavement line maximising public access. There are currently no curtilage boundaries to these properties. To the south, terraced and semi-detached 1970's and 1980's housing sits within their own gardens with a strong landscape boundary treatment to further soften the streetscape. The former terraced housing which was such a feature of the area tended to be positioned at the back of footpath, with no set back, and subsequent housing has attempted to remedy this by providing set backs and buffer planting.

Landmarks

To the north-east of the site the Al Azhar Mosque stands. This is a somewhat brutal 1970's building (1972) however it is an important and historic building for the Yemeni community within the area and has a dramatic white "onion dome" as its principle elevation.

Employment land to the East

The employment sheds are tidy but mundane and are of an overbearing nature.

The adjacent housing of Commercial Road, Cornwallis Square and Portberry Way sit on top of what once must have been either a ballast hill or possibly, as is suggested by local histories, the residue of the salt making industry. The inter-war terraced houses, built on a hill, are dominant therefore in views to the north-east.

Gateways

There are no remaining gateways to the site because of the demolitions of the previous terraced forms that backed on to the east of Frederick Street. There are however opportunities to create a number of gateways:

1. Running off the Western Approach from the roundabout at the south-west corner of the site, creating a "View Corridor" deep into the site and therefore unlocking this visually contained area.

2. A gateway created east – west across the site by the reconnection of Walpole Street with West Walpole Street, and the reconnection of the former pedestrian "desire" lines.

3. The creation of an east – west gateway across the site by the reconnection of Havelock Street with West Havelock Street.

4. Provision of a major north-western pedestrian and cycle access to the site forming the entrance to the proposed Linear Park which facilitates north – south and east – west pedestrian permeability through the scheme.

Architectural Style and Details

The current Edwardian development of Frederick Street creates an eclectic mix of details with a wide range of materials and finishes overlain by modification, and improvement carried out over the last one hundred years. A typical example of how the "patina" of time can be paired back is offered by the "Adam and Eve" pub at the top of Frederick Street. This fine 1878 group of buildings has been refurbished to demonstrate the quality of details, materials and workmanship which underlays many of these buildings.

To the south the 1980's housing offers the full range of "housebuilder" detail and material.

To the north the 1960's - 1970's flatted development and Mosque showcases their distinctive but somewhat brutal era of architectural style.

Architectural details within the surrounding context

Open Space

As aforementioned, housing to the south of the site strives to create space around houses whilst Frederick Street itself offers a hard landscape, unrelieved by planting. This part of South Shields is characterised by areas of landscape which are poorly connected.

Fragmented Spaces

This fact is recognised in the South Shields Riverside Regeneration Strategy:-
"There are numerous patches of left over space that have either been taken as "precious green space" or forgotten about. They are a strain to the community purse".

South Shields Riverside Regeneration Strategic Development Framework May 2007.

Fractured Routes

Similarly the document recognises the severing of historic "desire lines":-
"A fractured route is a lack of direction to the urban form. Routes are severed and the pattern of urban form is confusing leaving numerous dead ends and redundant spaces".
(South Shields Regeneration Strategy May 2007)

Views to, from and Through the Site

Views to the site are therefore created from the proposed view corridor from Western Approach to the north-western entry point of the Linear Park.

Views through the two new east – west connections which will "knit" together the area once again at West Havelock Street, Havelock Street and West Walpole Street and Walpole Street.

Site Photographs

Photographs of the site's context

Panoramic images of the site and surrounding context

2.2 Making the Connections

Street Network

The site is served by the roads of Reed Street, Walton Street and Laygate all of which formed the former historic terraced street grid.

Access

Access points on these streets are afforded from the south from Reed Street, from the east by Eldon Street and a single vehicular access point on Laygate Street will continue to service the existing Frederick Street shopping facilities and a proposed new shopping development for decanting purposes on Laygate.

The site previously restricted east – west pedestrian movement at Walpole Street and Havelock Street. These proposals intend to reconnect the historic street pattern and enhance pedestrian permeability through the east – west axis.

Similarly, the creation of the north – south Linear Park will recreate the historic north – south movement patterns which existed in the area prior to 1974.

Parking

Existing parking within the area is provided in a number of ways:

- Parking to Frederick Street is provided by car parking on New George Street, and by rear access to properties on the west side of Frederick Street. Currently car parking is an issue on the west side of the street and it is intended that these proposals will alleviate that problem.
- Housing to the south; Elizabeth Diamond Gardens, Drake Close and Nelson Close benefit from car parking within curtilage and within car parking courts.
- Housing to the north utilises communal parking overlooked by flats.

Site Context Analysis Diagram (Not to scale)

2.3 Public Transport

Access to Chichester Metro is within four minutes walking distance of the site. Access to main bus routes is by numerous bus stops on the A194 Western Approach. These bus stops serve the existing vibrant shopping streets of Frederick Street, Laygate and New Green Street.

The table below illustrates the frequency of bus services close to the site. This information update the information contained within Chapter 3 of the Transport Assessment (March 2009) which accompanied the outline planning application for the site.

The tables to the right also illustrate the frequency of Metro services to Chichester Metro.

Number	Route	Mon - Sat Daytime	Mon – Sat Evening	Sunday Daytime	Sunday Evening
Frequent Services					
7 / 8	South Shields – Marsden – South Shields via Laygate	6 per hour	2 per hour	2 per hour	2 per hour
10 / 11	South Shields – Biddick Hall – South Shields	2 per hour	2 per hour	2 per hour	2 per hour
12	The Lonnen – South Shields via Laygate	1 per hour	2 per hour	2 per hour	2 per hour
12A	Watson Avenue – South Shields	1 per hour	-	1 per hour	-
17	South Shields – Whiteleas – South Shields via Laygate	6 per hour	2 per hour	2 per hour	2 per hour
E2	South Shields – Whitburn – Sunderland	4 per hour	2 per hour	2 per hour	2 per hour
Taxi Bus 504	South Shields - Horsley Hill	-	1 per hour	1 per hour	1 per hour
Early Morning Services					
1	South Shields – Biddick Hall – South Shields	Limited	-	Limited	-
2	South Shields – Biddick Hall Circular	Limited	-	Limited	-
571	Biddick Hall – South Shields	1 per day	-	-	-
Taxi Buses					
Taxi Bus 502	South Shields Local Bus	1 per hour	1 per hour		
Taxi Bus 503	South Shields – Low Simonside	1 per hour	1 per hour		
Mon – Fri Only					
574	Biddick Hall – Compton Parkinson	1 per day			

Bus services within walking distance of the site

Re-routing of Bus Route

At present a bus route currently runs from Reed Street northwards up new George Street. It is proposed that a new bus layby will be designed off the Western Approach next to the doctors so that the existing pedestrian access linkage can be utilised to help access both doctors, Frederick Street and the proposed new housing.

Day	Daytime Frequency	Evening Frequency
Monday – Friday	5 per hour	4 per hour
Saturday	5 per hour	4 per hour
Sunday	5 per hour	4 per hour

To	Approximate Journey Time
Jarrow	9 minutes
Heworth	19 minutes
Monument, Newcastle	28 minutes
Sunderland	34 minutes *
South Gosforth	37 minutes
Whitley Bay	56 minutes

*plus time to change at Pelaw

Frequency of Metro services from Chichester Metro

2.4 Site SWOT Analysis

A SWOT analysis study has been carried out to understand the context and inform the design process. The main findings are identified as follows:

Strengths

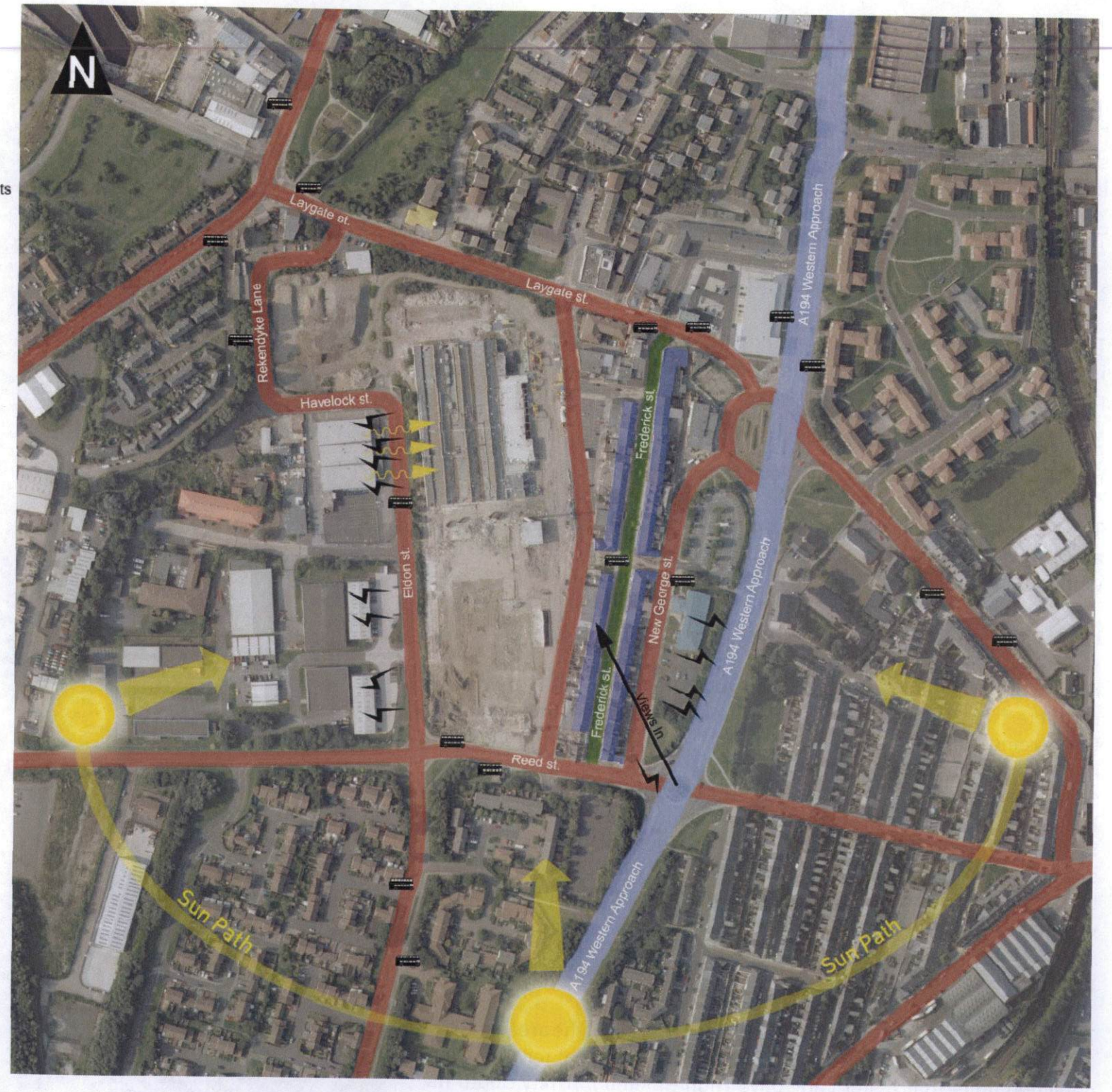
- Strong community
- Adjacent to vibrant shopping centre
- Ten minute walk to nursery
- Three minute walk to Laygate Primary School
- Immediately adjacent to bus stops
- Four minute walk to Chichester Metro
- A quiet area
- Four minute walk to riverside and onwards to Shore Park

Weaknesses

- Existing poor north – south connectivity
- Existing poor east – west connectivity
- Site hidden from main road
- Potential no build areas due to odour in parts of site
- Aspect / prospect of rear Frederick Street (visually poor)

Opportunities

- Reconnect with a main street frontage (Western Approach)
- Overcome odour problems
- Provide enhanced north – south and east – west pedestrian routes
- Provide spacious homes in close adjacency to facilities
- Respond to areas historic roots
- Respond to, and reflect the ethnic diversity of the area
- Provide opportunities for healthy living within the Linear Park (new play ground and "play on the way")
- Provide the opportunity for the retrofit installation of sustainable infrastructure within the Linear Park; SUDS, Combined Heat and Power, High Speed Broadband, Envac Waste Retrieval System etc as and when financially viable
- Ensure that the Linear Park benefits from maximised passive surveillance
- Make sure that the Linear Park is well overviewed by housing and the landmark building
- Ensure that management of the Park is linked to management of the landmark building



SWOT Analysis Diagram.
(Not to scale)

Threats

- Ensure security and privacy in juxtaposition to shopping centre and communal facilities
- Provide adequate visual containment to back of Frederick Street shops
- Ensure shop service areas don't become focus for vandalism and opportunist crime outside of trading hours
- Ensure that retail parking doesn't conflict with residential parking

2.5 Existing Buildings, Landscape and Topography

The scheme exploits the existing landscape opportunities afforded by the cleared site and the topography of the site, leading to New Shore Park to create an integrated development proposal which utilises the site's strong, characteristic view corridors to strengthen its genus loci.

The proposals include enhanced pedestrian linkages on key desire lines to help ensure the scheme is an integrated part of the wider community.

The design response to the character of the new housing development is based on an interpretation of a contemporary vernacular and the palette of materials will compliment and respect the local character.

Access will be taken from the existing road framework. Internal site roads will be traffic calmed and developed as play streets.

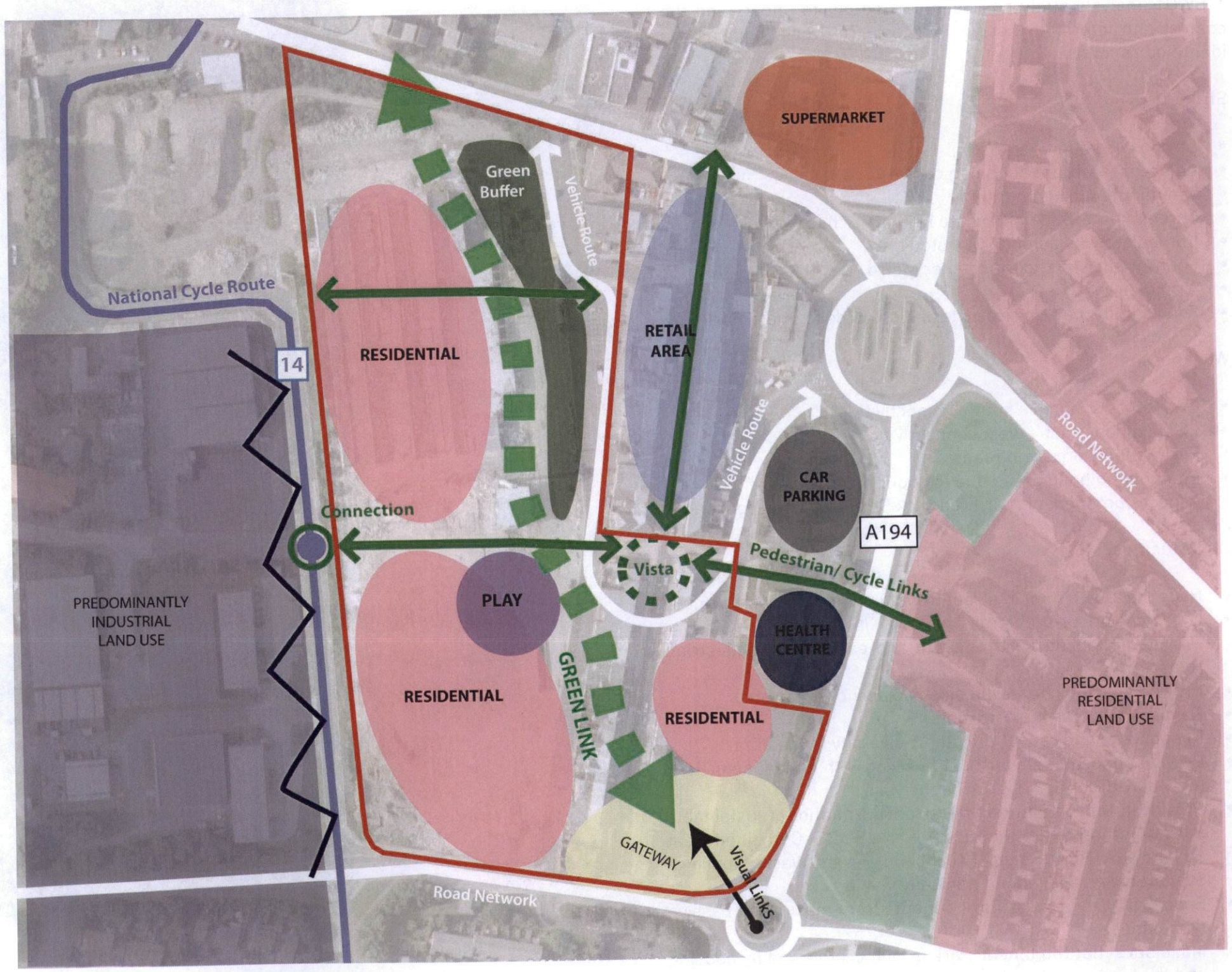
The historic salts residue created from the Victorian salt manufactory are responded to by the specific landscape species utilised in this demanding maritime environment.

Understanding "Figure Grounds"

A full understanding of the positive townscape and landscape characteristics of historic Trinity South / Old Holborn have contributed to the reinstatement of this historic north – south figure ground. The reinterpretation of these traditional streets, utilising modern space standards and topologies has allowed the Design Team to reconnect the historic east – west desire routes; Walpole Street and Havelock Street together with the historic north – south routes which were such a feature prior to the clearances of the 1960's houses. Use of linear routeways and east – west walkways help to reconnect the area with the historic river edge.

Re-Introducing Traditional "Figure Grounds"

The reintroduction of the historic north – south grain of the area enables Keepmoat Homes to reinterpret some of the traditional terraced and detached units that historically gave High Shields / Trinity South its unique character.



Analysis Study of Masterplan Concept

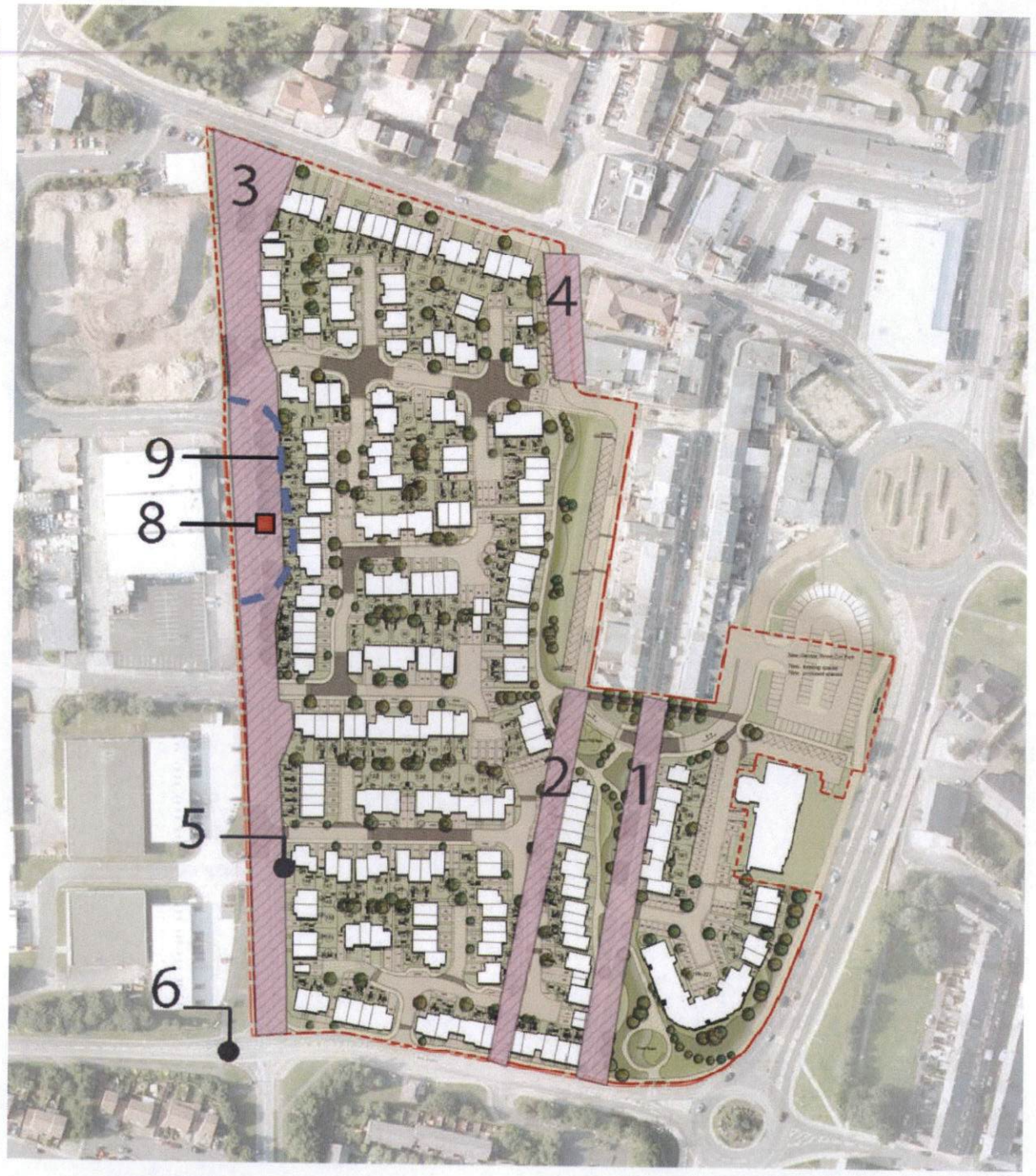
2.6 Site Constraints

3E Consulting have carried out a constraints assessment of the site. A 7 metre easement to accommodate existing services is located down the western perimeter of the site. The other remaining services can either be accommodated within the green linear park or may be realigned.

A new transformer is to be positioned with the area denoted as a "no build" zone because of odour issues associated with the adjacent good factory.

During the competitive dialogue process Keepmoat has held detailed discussions with each of the utility providers and have gained a clear understanding of their constraints, restrictions, and opportunities.

Water Mains Plan (Not to scale)



1. Existing utilities and sewers to be diverted to follow the route of Area A. A 3m sewer easement will ne required off the face of the proposed buildings.
2. Existing utilities to be taken into consideration, An existing sewer easement will apply.
3. Existing utilities and sewers to be taken into consideration. An existing sewer easement will apply. Drive crossing and site entrances should be reviewed in detail
4. Existing sewer easement to be considered
5. SW point of discharge to NWL sewer at 200 litres/sec
6. SW point of discharge to NWL sewer at 620 litres/sec
7. FW to discharge unrestricted to NWL combined sewers in Eldon Street or Reed Street
8. Proposed location of transformer
9. Odour 'no build zone'

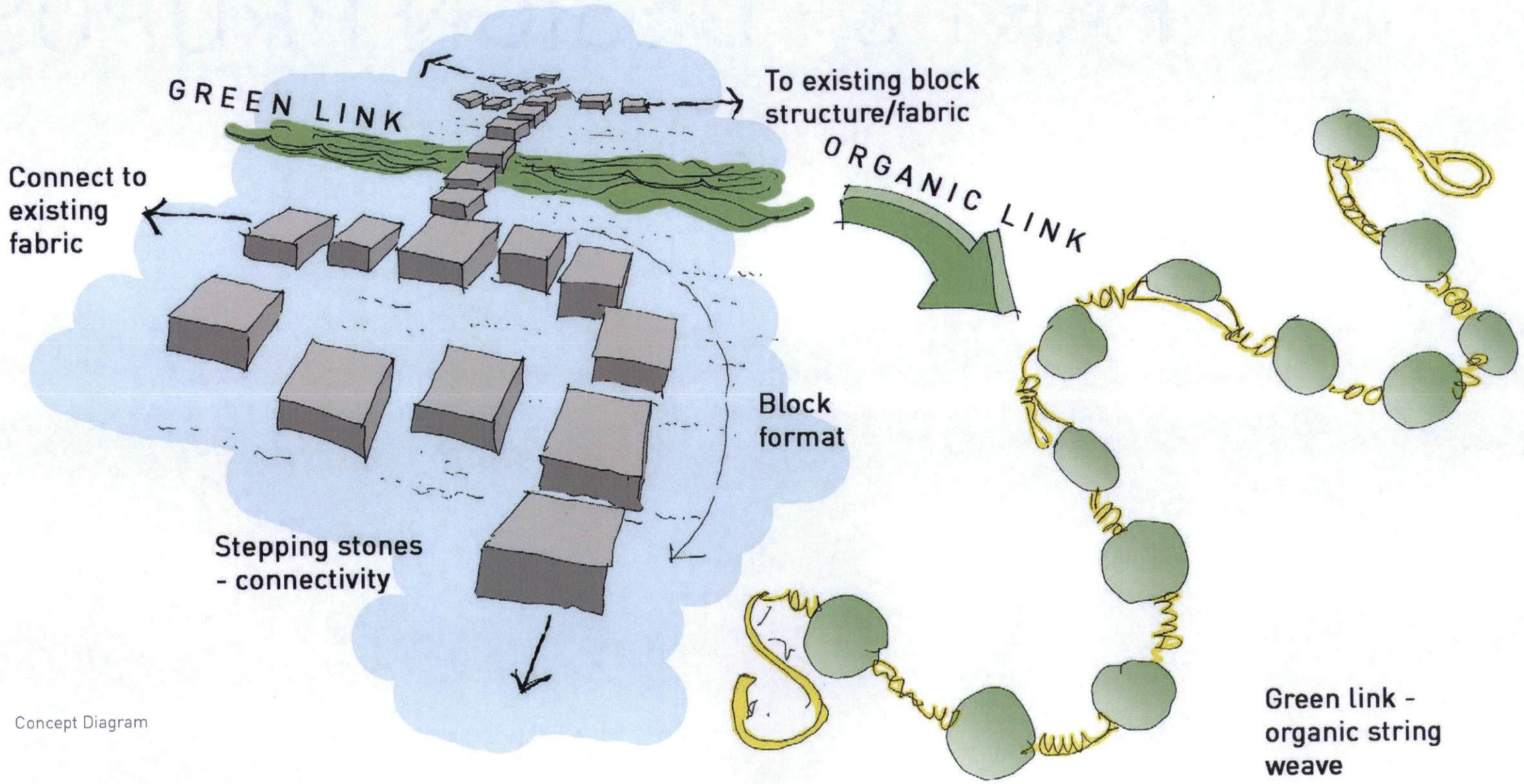
Site Constraints Plan (Not to scale)

PART 3 : DESIGN PROPOSALS

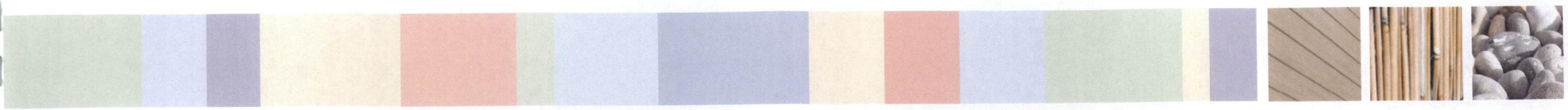
3.0 DESIGN PROPOSALS

3.1 Concept

The initial design concept focuses on the idea of reconnecting to the existing pattern which reflects the rich historical development of this area. This is based upon a grid of solid blocks interlaced with a string of organic green spaces that will create a green link. As an additional dimension to this concept the design has been enriched by the sites proximity to the river and coast.



Concept Diagram



Containment + Mending the Existing Fabric + Sustainable Shelter + Edge of Town Location

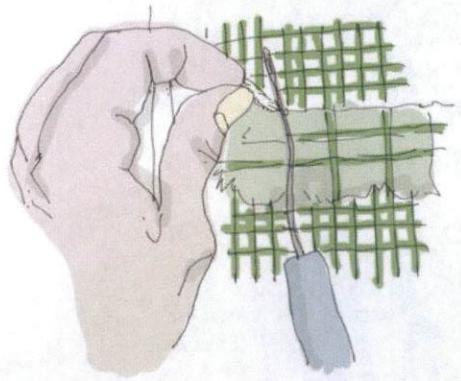
Buildings and Enclosure

Existing Community and Buildings and Streets

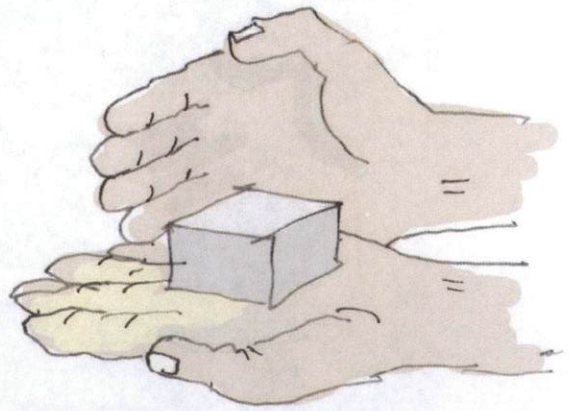
Fabric

Landscape and Ecology

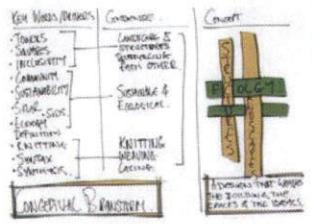
1. "Mending the fabric" of existing community



2. Shelter - modifying the micro-climate shielding from the elements

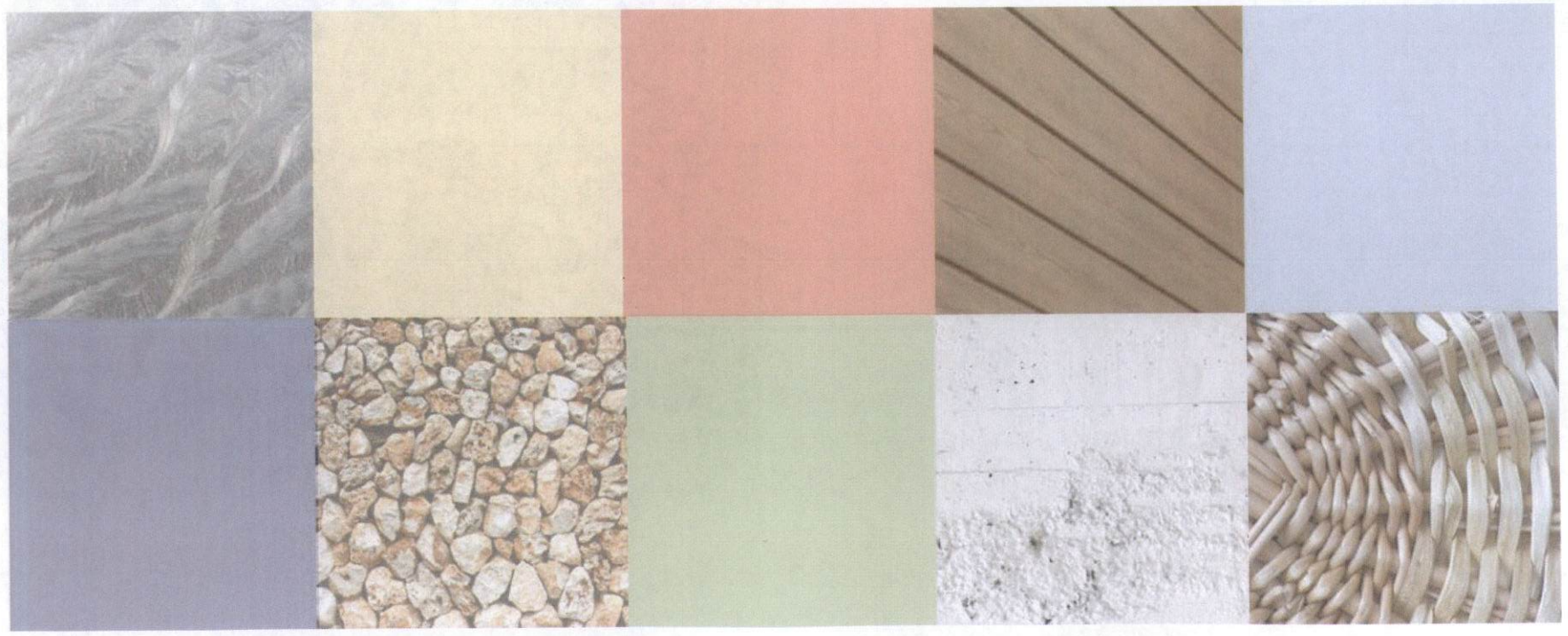


3. Linkage & Connection



- **Weaving**
  - **Structure**
  - **Ecology**
  - **Landscaping**
  - **Public Art**
  - **= SUCCESSFUL PUBLIC REALM**

Concept Diagram



Coastal palette of colour and texture

3.2 The Masterplan

Keepmoat Homes believe that the main challenge and opportunity the site affords, is its relative obscurity from the main road (Western Approach). The proposal counters and overcomes this by the creation of a view corridor that provides a "shop window" from the main road deep into the heart of the site.

Illustration showing gateway entrance into scheme

Site Plan showing Proposal (Not to scale)

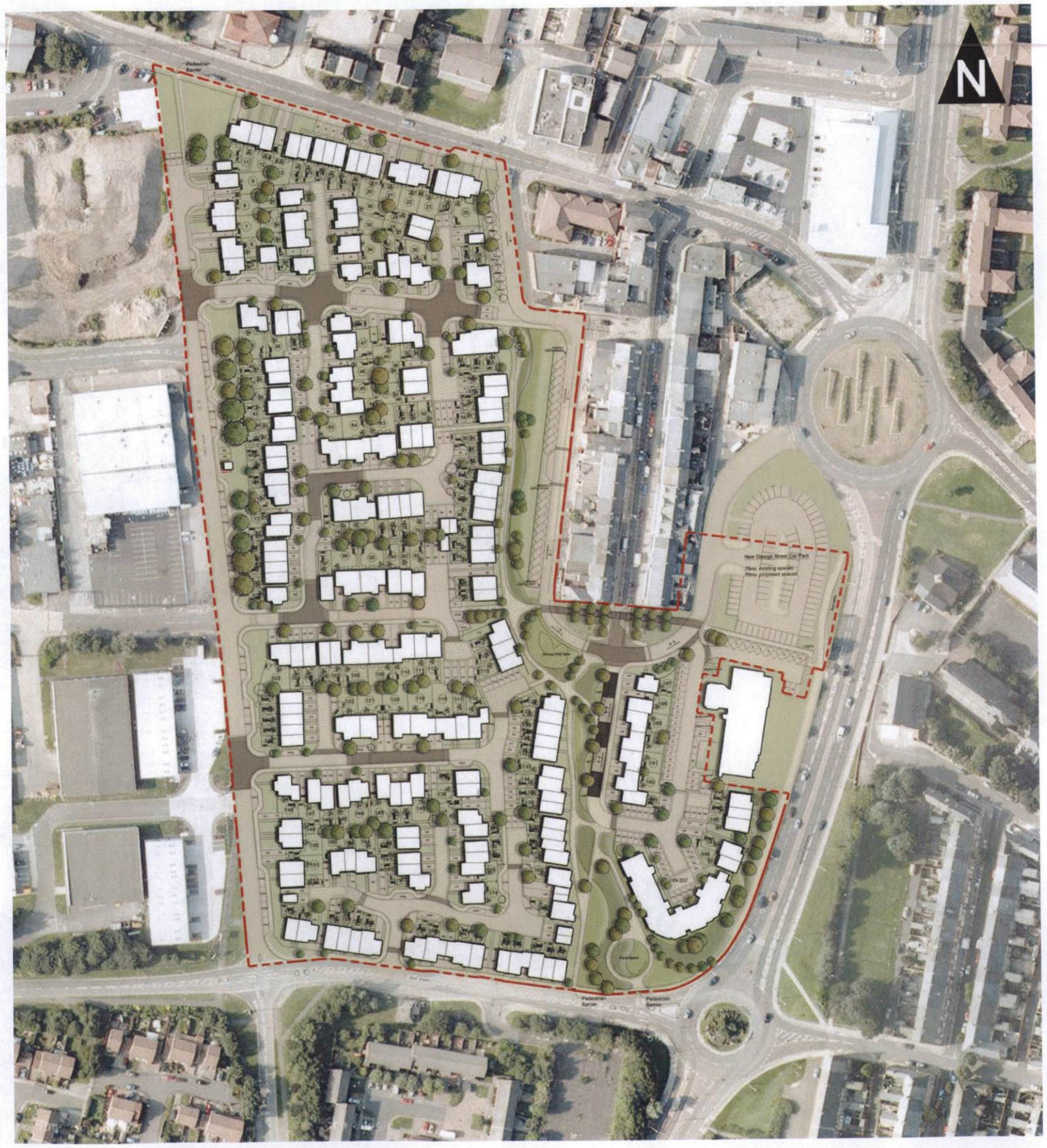
The "View Corridor" is facilitated by the acquisition and demolition of Frederick Street properties, by subsequent road closures, by the successful purchasing of land currently used as car parking for the doctors group practice, and by the relocation of that parking to the front of the practices.

A landmark building of apartments is proposed on the former doctors car parking land, forming the right had side of a view corridor which penetrates deep into the play area in the centre of the Linear Park.

The View Corridor offers pedestrians from the south-west of the site a convenient and attractive diagonal pedestrian desire line across the site on the way to the riverside park. Passive surveillance from the landmark building and from the adjoining housing for sale ensures that this linear parkway is attractive and safe.

Housing Schedule									
Trinity South Masterplan						GROSS INTERNAL AREAS (BLOCKWORK TO BLOCKWORK)			
Proposal for Keepmoat Homes									
					ha	acres			
Site Area					6.61	16.33		24/01/13	
					5.66	13.99			
Housetypes	Description	Storey	Bed/Per	No.	Total	Area sq/m	Area sq/ft	Total Area sq/m	Total Area sq/ft
775	Terr/Semi	2st	2B/4P	52	52	72.62	782	3776	40664
988	Terr/Semi	2st	3B/5P	58	58	90.94	979	5275	56782
951	Terr/Semi	2st	3B/5P	16	16	88.38	951	1414	15216
1062	Terr/Semi	2.5/3st	3B/5P	42	42	102.90	1108	4322	46536
926	Wide Front	2st	3B/5P	9	9	87.76	945	790	8505
1135	Terr/Semi	2st	4B/6P	11	11	105.48	1135	1160	12485
1250	Semi	2st	4B/6P	10	10	115.36	1242	1154	12420
A Type 1	Apartment	3st	2B/3P	15	15	57.88	623	868	9345
A Type 2	Apartment	3st	2B/3P	9	9	57.92	623	521	5607
Sub Total									
TOTAL NEW					222			19,280	207,560
								19,280	207,560
								Parking	
Density								Garages/Barns	60
Units/ha				39.2				Spaces	308
Units/acre				15.9				Integral	0
								VP's	74
sq/metres per hectare				3,401				Total	442
sq/ft per acre				14,812					
								Ratio	199%

Housing Type Breakdown	%
2 Bed	23.42
3 Bed	56.31
4 Bed	9.46
Apartment	10.81
Total	100



(Left): Housing Schedule for Proposal

(Right): Aerial view showing Proposal (Not to scale)

Close-up of proposed gateway to Linear Park (Not to scale)

3.3 Movement Patterns

The Design Team have studied the movement patterns of the area at the outset of the design process. New streets have been designed to deliver direct and well considered routes across the site east – west; (Walpole Street and Havelock Street reinstated) and north – south Linear Park connecting Reed Street with Laygate. The proposals will reconnect existing communities in the surrounding area with Trinity South local centre and New Shore Park.

The proposal is designed to be sensitive to the relationship with the existing land use surrounding the site. The layout reflects the density and typology of the surrounding area and works with the existing street network and pedestrian linkages.

Re-Knitting The Urban Fabric

The overarching design concept behind the Trinity South regeneration Masterplan is that of "re-knitting" the urban fabric of Old Holborn. This knitting process is intended to reconnect Desire Lines and routes as outlined in the South Shields Riverside Regeneration Strategic Development Framework 2007. In the immediate context of Trinity South this involves firstly the creation of a north – south Linear Park which provides pedestrian and sustainable transport routes through the site to connect with New Shore Park.

Movement Hierarchy Plan

3.4 Spatial Syntax

The buildings and layout are defined by a "Narrative story line", which links all the spaces within the Trinity South regeneration area.

The more formal buildings occur on the main route. "Primary" route, "Secondary" and "Tertiary" routes are instantly recognizable as they are formed by the less formal relationship between the buildings on either side, and the increasingly less structured road pattern.

"Visual containment" of the neighbourhoods and Perimeter Blocks, enables the visitor and resident at a glance to recognise successive key areas within the development. The views from one space to another are well considered; and "Views" and "Vistas" are contained by "Vista Stops". These "Vista Stops" comprise "Significant Buildings" or "Corner Turners", which help the pedestrian to orientate themselves within the overall development.

The Spatial Syntax diagram shows an overview of the spatial syntax analysis carried out as part of the evolution of the overall Trinity South design concept.

In a diagrammatic form, the clear hierarchy of circulation routes and built form has been synthesized to provide:

- "Gateway Buildings" to guide the resident or visitor into the site
- "Corner Turners" to visually carry them round the corners
- "Pinch Points" to frame distance views and Significant Buildings or View Stops to contain "View Corridors"

The spatial syntax analysis enables the designers to ensure that areas are visually contained, and that legibility of the environment is reinforced, i.e. the clear understanding between Public, Private and Semi Private spaces.

Similarly there is clear legibility with regard to Main routes/secondary routes, and more intimate semi private spaces such as: parking courts and home zones, as tertiary routes "Pinch Points" are included to help visually distinguish the traffic calmed areas, to emphasise the start of traffic measures and to divide long roads into a series of meaningful spaces.

Corner Turner units" are identified to help increase natural surveillance in key areas. "Corner Turner units" have been specifically designed to help visually turn the corner and will have features such as bay windows, gable windows or other 'enhanced' detailing to emphasize them.

Spatial Syntax Plan

3.5 Sequence of Spaces

There is a clear hierarchy of streets within the development; Primary Routes are defined in a formal way by buildings on either side which provide passive surveillance, and ensure that these formal spaces have specific quality. The Secondary and Tertiary Streets become increasingly less formal, and this assists the legibility of the development.

Landscape proposals extend throughout the scheme, and support the building layout to provide interconnected spaces which are clear and "legible" with "Vista Points" guiding the user throughout the site along safe pedestrian corridor routes.

The development is characterised by a framework of interconnected routes which clearly define housing and spaces. This is achieved by arranging buildings to follow a continuous line (Perimeter Blocks) and by creating Active Edges with doors and windows opening onto the street to provide Passive Surveillance and an Active street frontage.

The Laygate spine runs from Laygate Street to the River Tyne. It is the historically important route connecting the river to Chichester Metro Station and beyond. It will be the main thoroughfare which new and existing residential communities will use to access the waterfront. The potential of creating further detailed frontage to Laygate Street will build on this strong pedestrian footfall as will the new pedestrian gateway formed by the Linear Park emerging onto Laygate Street adjacent to the proposed new retail facilities.

Reed Street to the southern end of the site is also an important gateway. The Proposal provides a strong view corridor and pedestrian access at this point. It ensures good connectivity to these important street frontages and delivers an attractive new gateway to the Trinity South development.

In addition to providing spatial clarity, this approach creates a sequence of spaces that underpins effective placemaking. These sequences of space are created by the inter-play of built form elements that define gateways, thresholds and corners. In addition to these spatial interactions in the vertical plane, they are echoed in changes of surface material and hard and soft landscaping features in the horizontal plane.

By making these pocket spaces, the Design Team give each area and sub area its own unique identity which helps to reinforce a sense of place and give personal identity to each home.

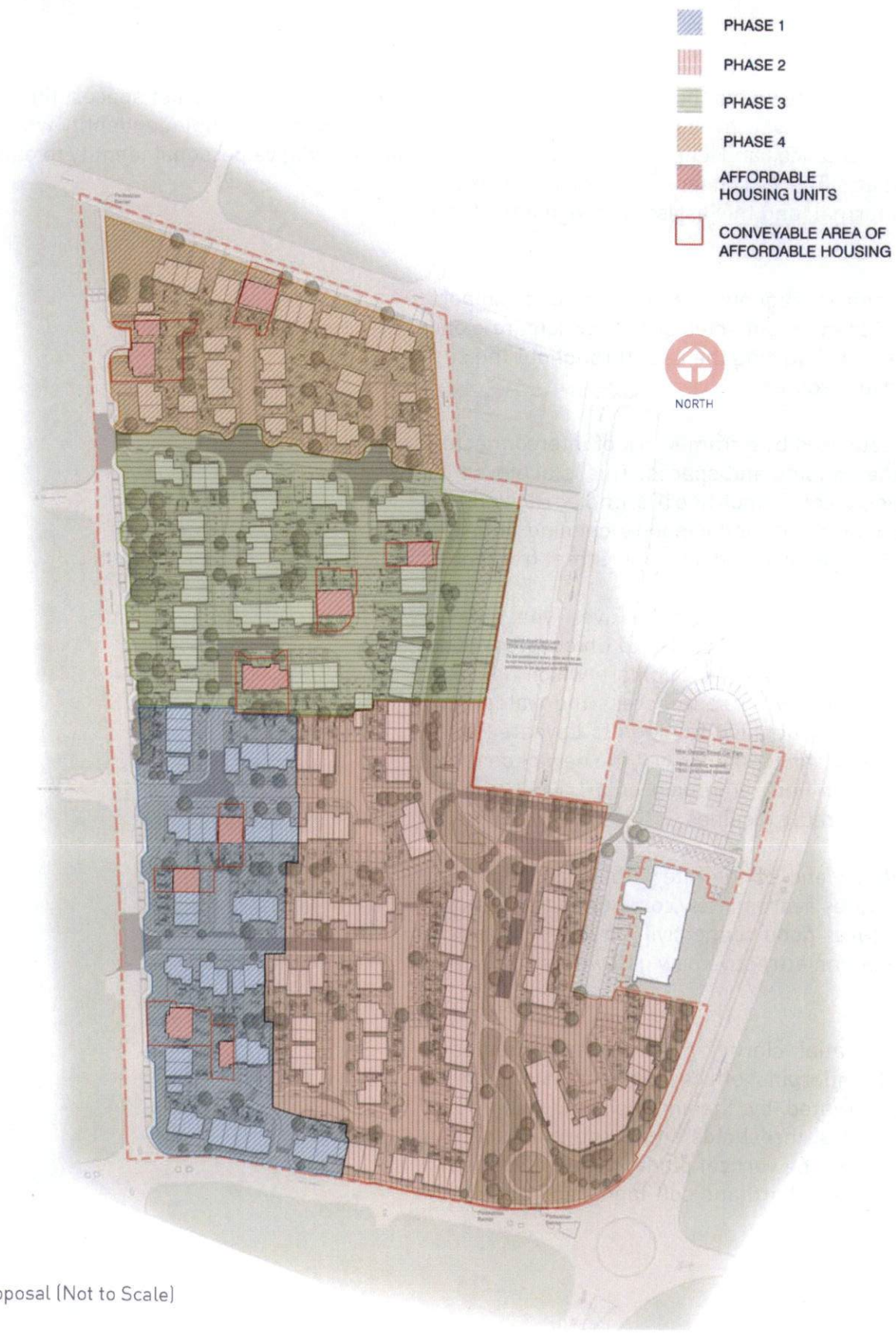
Sequences of Space Plan

3.6 Phasing

The issue of phasing has been discussed extensively during competitive dialogue. Keepmoat proposes to acquire the site in four phases as shown in the build out plan. The forecast programme for delivery of each phase is shown elsewhere within our submission, though each phase will be delivered as determined by sales success.

Ideally Keepmoat would want to deliver phase 2 first in order to secure the early delivery of the key site frontage and gateway entrance. This would create an early shop window on to a major road and have huge benefits in terms of marketing the site and attracting early attention from people passing by who would be able to see deep within the site to the centre of the linear park. However, this phase cannot be delivered without the successful delivery of the CPO and Road Closure Order.

Therefore, it is proposed that Phase 1 is progressed in advance of the CPO/road closures to demonstrate our commitment, and to deliver the proposal in the timescales required by our public sector partners. Should phase 1 be completed prior to the successful delivery of the CPO and road closure orders, it is proposed that phase 3 (and if necessary phase 4) are brought forward in advance of phase 2 to ensure continuity in delivery. Our marked up legal documents provide more detail to this aspect of the phasing proposals.



Build Out Plan for Development Proposal (Not to Scale)

3.7 Car Parking

Car parking is an integral part of the "building blocks" of the development. Car parking is visually discreet so as not to overpower the street scene.

Pedestrian Primacy is catered for by the use of traffic calmed play streets. These allow safe and controlled traffic speed through the development of the Secondary and Tertiary roads.

A mix of parking solutions is provided including parking within traffic calmed streets, within the curtilage of individual dwellings and in some case on-street. Great care has been taken to omit large areas of unsupervised garage courts.

Parking is provided in curtilage in order to minimise the visual impact of the car, and to de-congest the existing road network. Privacy and Security are major concerns within a scheme with such close proximity to the busy shopping environment of Frederick Street.

The car needs to be incorporated within a streetscape, without visual domination, and ensuring that owners have good passive surveillance of their vehicles. The general parking philosophy for both private and visitor parking will follow the guidelines as set out by South Tyneside Council.

A variety of parking solutions have been used in the site's Masterplan, reflecting the diverse mix of units.

Car parking allocation is as follows:

2bed - 1 space
3bed - 2 spaces
4bed - 2 spaces

Plan showing a typical mews arrangement addressing both visitor and resident parking

3.8 Landscape Vision

Existing Condition

The site has been cleared and grassed over leaving a large flat green space with a small number of young birch trees adjacent to Laygate and an avenue of mixed age and quality trees along the western boundary with Eldon Street. The site does not appear to contain any footpaths or cycle ways, however the site lies close to National Cycle Route 14 (Three Rivers Route) which runs parallel to the Tyne, which also links to National Cycle Route 1 to the north of the site.

The site is inland but very close to the confluence of the River Tyne and the north sea , so the environment can be expected to be breezy and fairly dry with salt laden coastal winds. Generally the site and its surroundings lack character and any positive sense of place.

The site is currently fairly disconnected from local recreational resources, for example West Park to the south is not a great distance away but access would involve crossing major busy roads and the metro line. North and South Marine Parks and the east side beaches are relatively close but still too distant for easy access without vehicle transport. There is access to a local green space to the north of Laygate, however this is limited and there appears to be a lack of equipped play resource in the immediate locality.

The conclusion from this is that this site should seek to reinforce or create routes to nearby green spaces or recreational resources and should also provide a good quality open space and play resource on site which should serve not only the proposed housing but also existing nearby housing. In addition, any play resource could serve families using the retail shopping street and health centre, suggesting a central and highly visible location to attract users from all these groups.

The proposed truncation to the shopping street will require positive design to resolve the space and integrate movement routes with the new layout.

The existence of the rear service road serving the rear of retail premises on Frederick Street will be a potential clash with housing / open space on site. The treatment of this boundary will require careful design to provide an adequate buffer without interfering with access and visibility lines.

Landscape Design Strategy

The South Tyneside's Strategic Development Framework indicates a move towards substantial regeneration of the Mill Dam riverside including a linear riverside park. In order to connect to this, the National Cycle Route 14 and the existing cultural offer at Mill Dam it is proposed to incorporate a strong linear green route through the site offering a legible and attractive route in a north easterly direction to encourage links towards the riverside via Laygate.

The hub of the site will be a play resource designed to act as a focal attraction not only for the residents but also as a family attraction to support the Frederick Street retail offer and health centre. It is proposed to design the play area as a substantial integrated feature to reinforce a strong character statement for the area, in this case a marine / beach theme. A large 'pirate ship' or similar themed focal feature would provide a strong vertical central attraction and would fit in with a marine character theme, potentially with other sand play features such as interactive digging, natural timber climbing elements and basket swings.

The truncated shopping street will be resolved with a positive 'end stop' focal space designed to encourage movement to the full extent of the street and offering visibility to an easterly route towards Mill Dam or access to the focal hub play space and housing beyond. In creating a popular play attraction there is the opportunity to create a critical mass of interest which will provide vital natural surveillance in this central location within the site and also bring more visitors to the shops.

The management of the linear park itself has been addressed under heading Land Management Options.

Indicative sketch showing landscape scheme from above

Palette

While the site will have some shelter from its urban setting, it will still be subject to salt winds and the wider coastal environment which would suggest a palette of combined coastal and ornamental planting designed to reinforce a marine theme, retaining existing site trees where appropriate.

Chunky natural timber furniture elements with clean modern design would combine well with silver- grey textured paving and kerbs in key areas. Incorporation of carefully placed rocks from the local Marsden Quarry would help to reinforce a strong site character with further play value while also helping to restrict any vehicle access. Structural planting set on a linear mound will provide a buffer to the rear service yards on Frederick Street while adding a strong green edge to the development.

Service Yards

It is envisaged that the service yard will be screened by a green living willow wall that will further enhance the linear park and create bio-diversity within the new development.

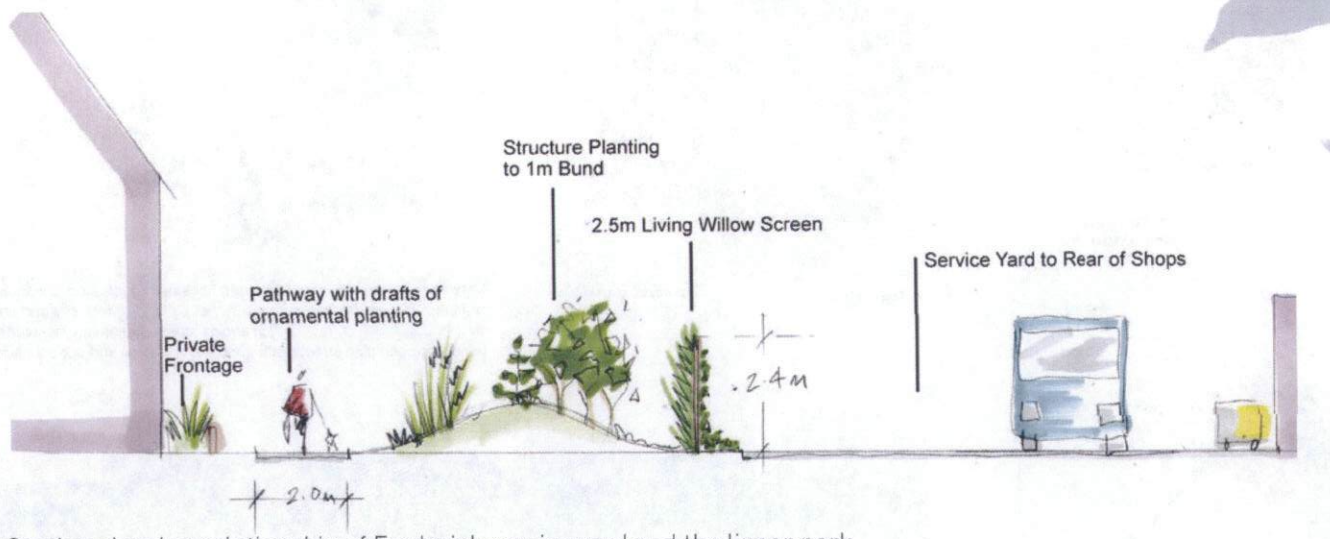
Play Areas

It is envisaged that the linear park will provide an overall amenity space that will allow children to 'play along the way' and will enable children to play safely within a play space equidistance from all dwellings.

Boundary Treatments

Boundary treatments to private defensible space will mainly consist of a combination of hedge, railings and wall. The curtilage treatment will respond to specific character areas i.e. boundaries over looking linear park will be contained within hedges and generous planting to provide a greening of the environment.

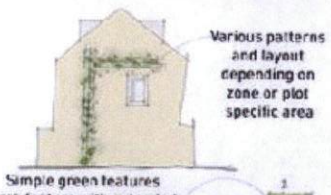
The rear of properties within courtyard areas will be dual aspect so that visioning slots and low level boundary treatments can penetrate the streetscene to further enhance passive surveillance of these spaces.

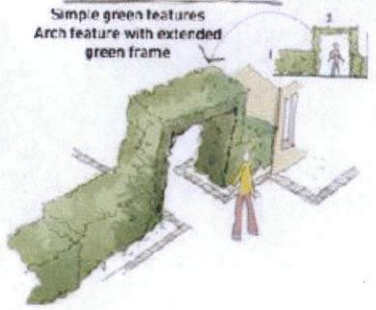


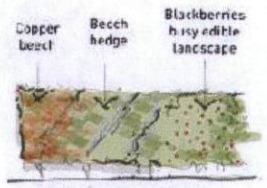
Section showing relationship of Frederick service yard and the linear park

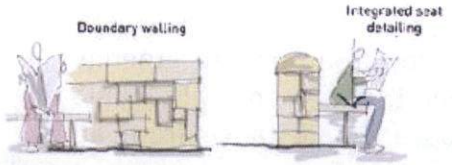
Indicative streetscape showing boundary treatments from those dwellings overlooking the Linear Park

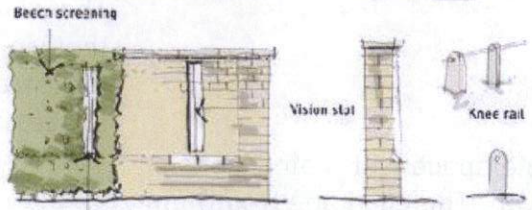


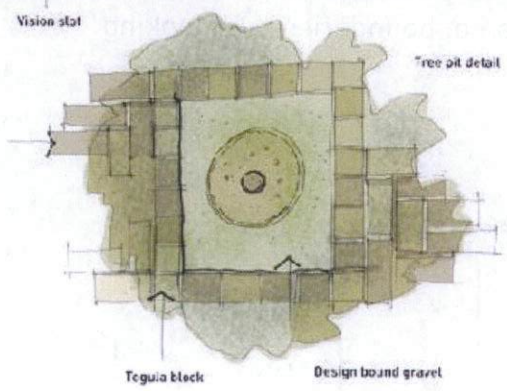












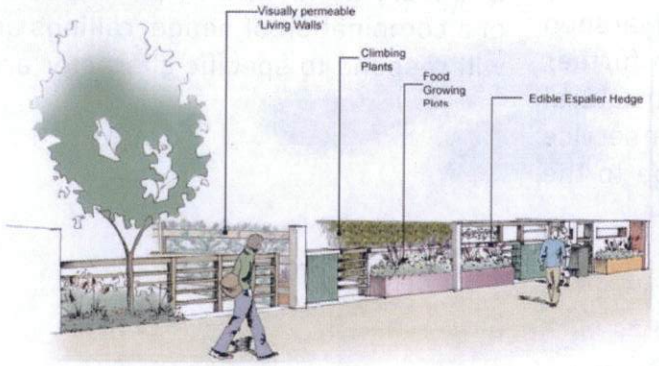
Soft landscape seasonal variation

Away from the main routes, planting will be informal, with small garden-scale tree planting, ornamental shrubs and espalier fruit hedges providing delineation to housing plots, but creating an open-plan visualy permeable character to these areas. In some cases climbing plants will also be used to soften boundary walls or gable ends.

High boundary fencing within plots will only be used where dwellings face key focal points or vehicle routes, elsewhere plots will be relatively open plan or defined using low hedges.

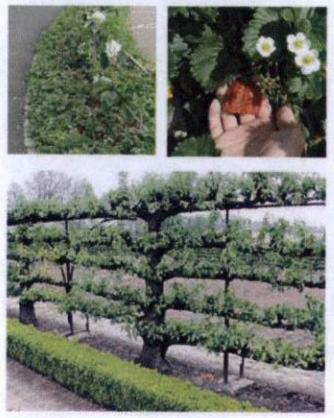
Where narrow shared access paths provide rear access to gardens, such paths will be gated to prevent public access using bespoke timber gates with a trellis style upper portion to allow visual checks.

Individuality



Varying boundary treatment between houses through a combination of fencing, planting and ornamental trees creates individuality of plots, bio-diversity and an aesthetically pleasing pedestrian environment, which avoids streets becoming monotonous. Varied boundary levels for open plan streets with good surveillance and opportunities for social interaction.

Edible Hedging

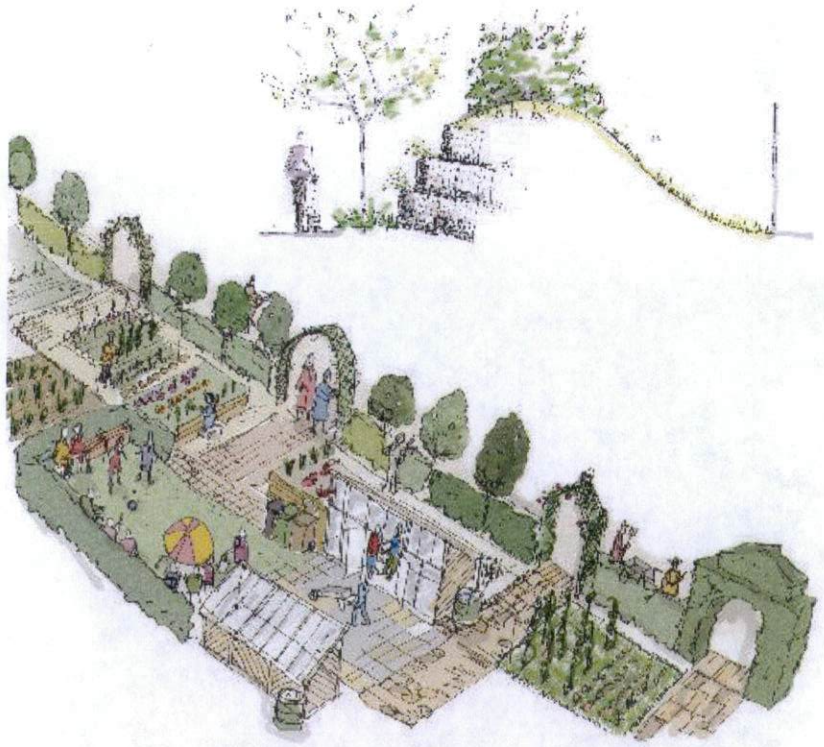


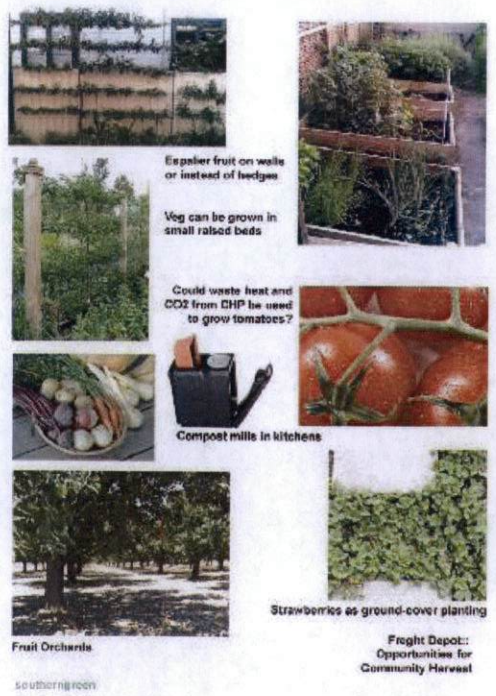
Living Walls

Trellis & Living Willow fencing allows for an attractive, colourful boundary treatment to be created which encourages bio-diversity and softens site boundaries.

Strawberries form an excellent groundcover allowing food to be grown in the street.

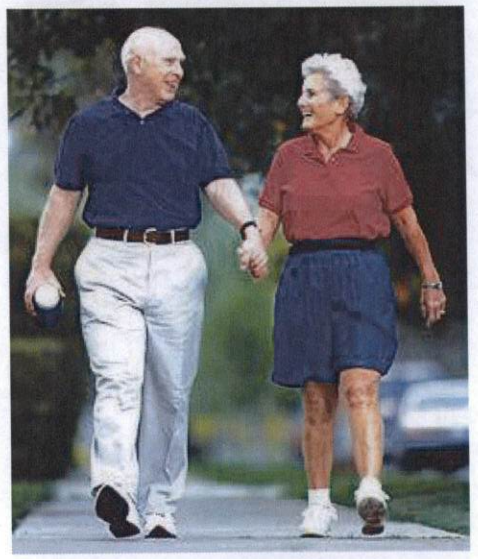
Espalier trees offer opportunity for residents to grow their own fruit whilst forming a semi permeable boundary treatment for gardens.

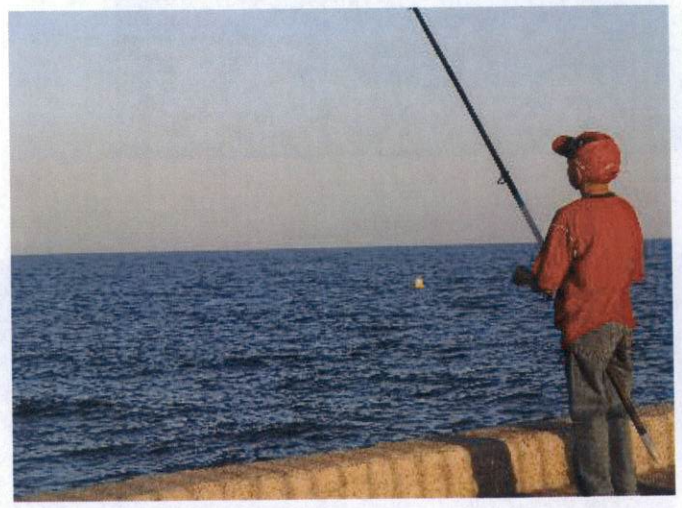




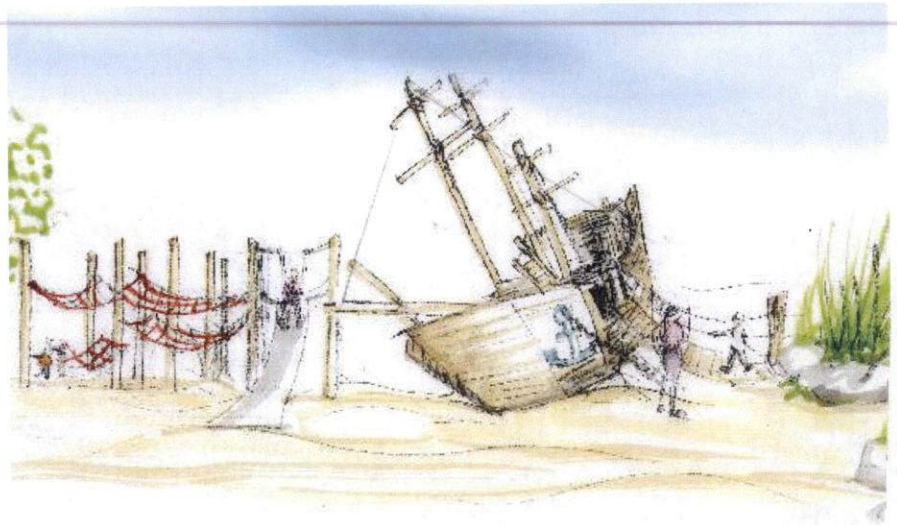
Curtilage Treatment to Front and Rear of properties, Edible Landscape and Materials

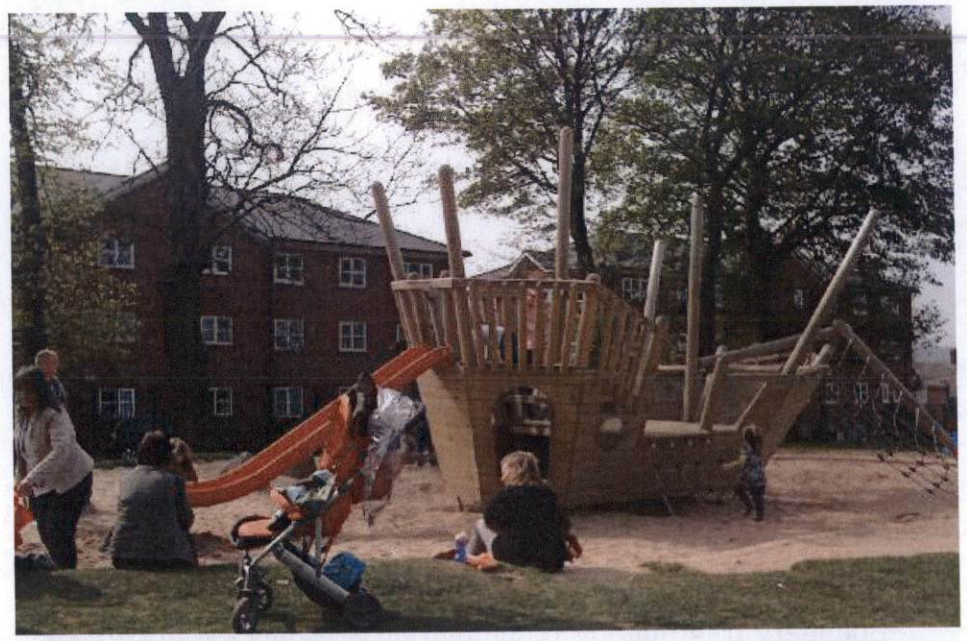
Lifestyle and Culture





Landscape Plan





Landscape and Natural Play

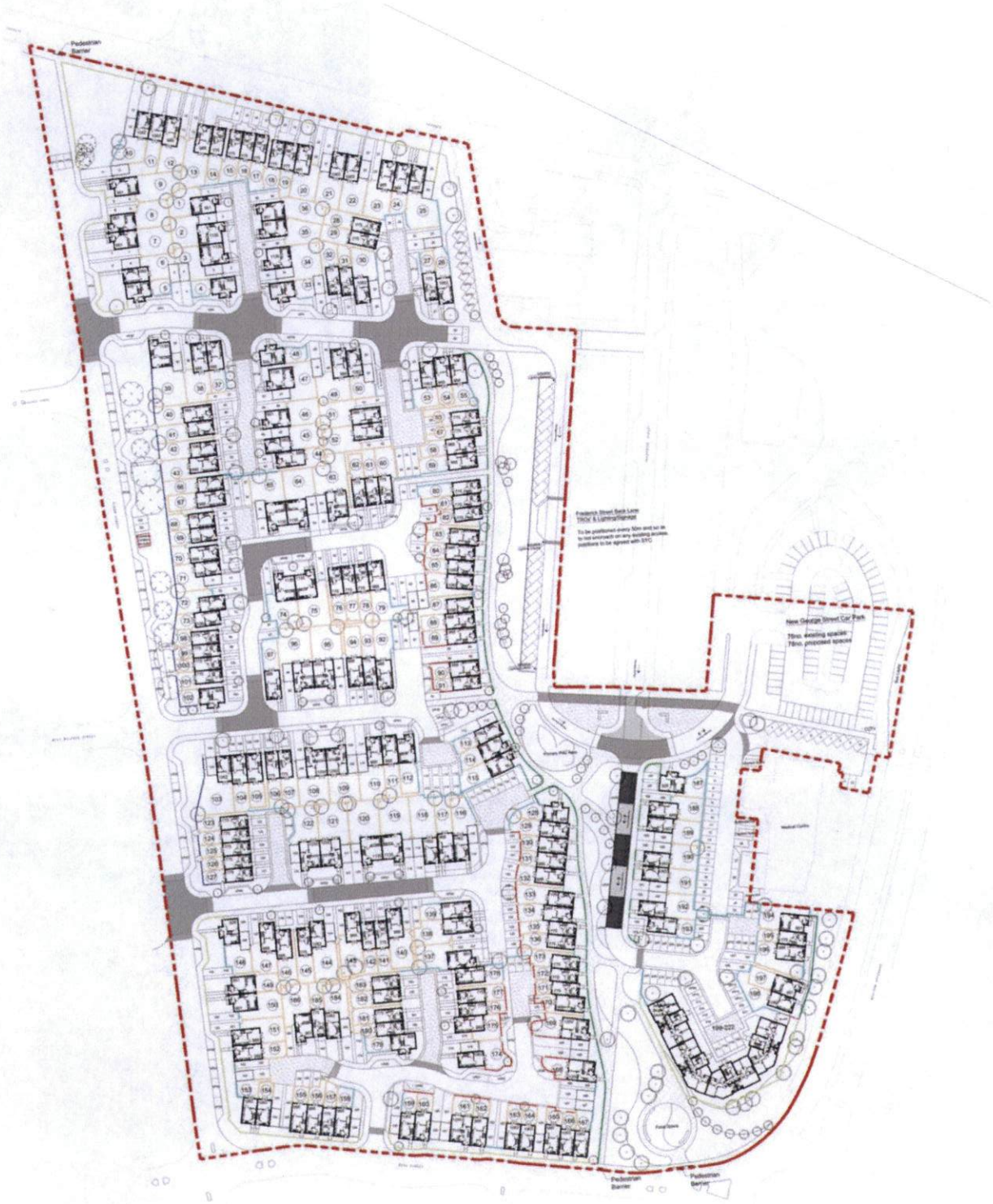

Details

Boundary treatment details will consist of the following:

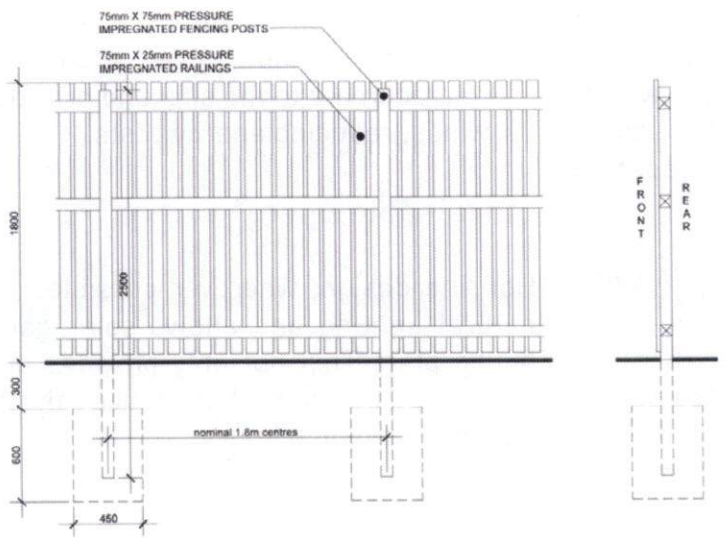
Key:

- Boundary Treatment 1: 1800mm High Close Board Vertical Fence
- Boundary Treatment 2: 1800mm High Brickwork Wall With Fencing
- Boundary Treatment 3: 900mm High Grey Railings
- Boundary Treatment 4: 1800mm High Close Board Vertical Fence and Trelis
- Boundary Treatment 5: 1800mm High Brickwork Wall With Fencing and Side Fencing
- Boundary Treatment 6: Alternative 900mm Railing Detail
- Boundary Treatment 7: 900mm High Brickwork Wall

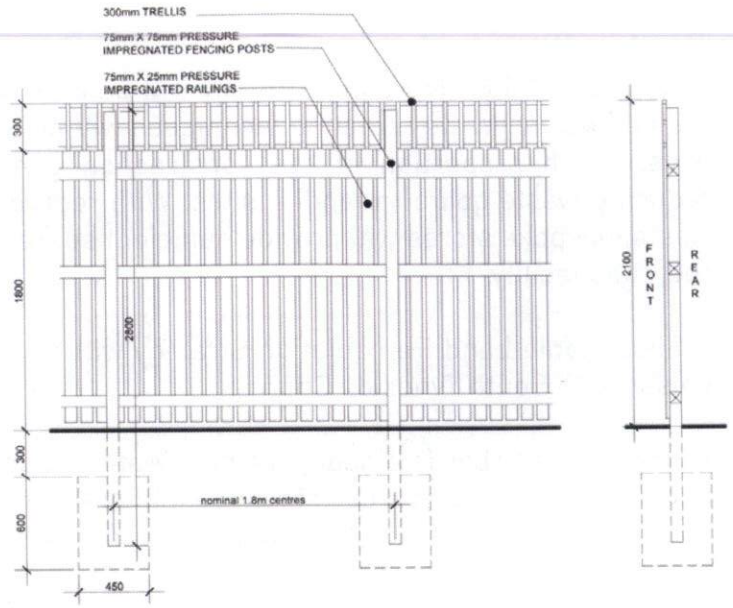
The location of each boundary treatments is demonstrated on the boundary treatments plan, and the detailing is illustrated on the following page.



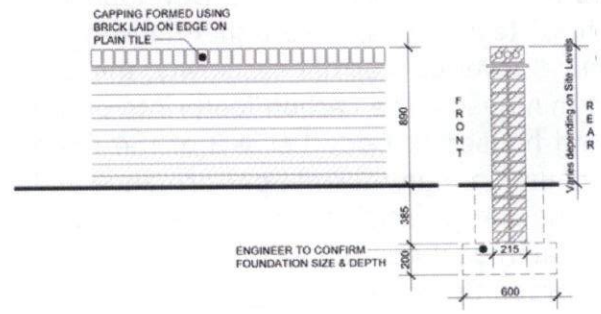
Boundary Treatments Key Plan



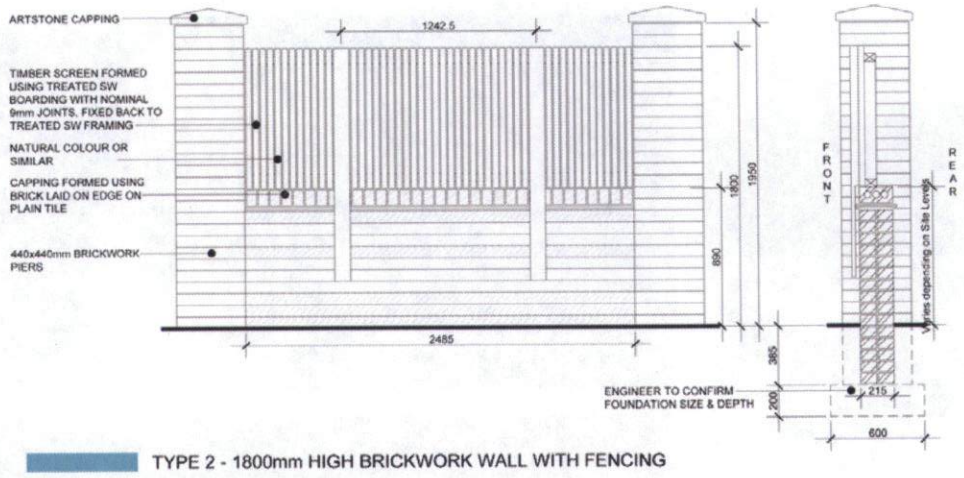
TYPE 1 - 1800mm HIGH CLOSE BOARD VERTICAL FENCE



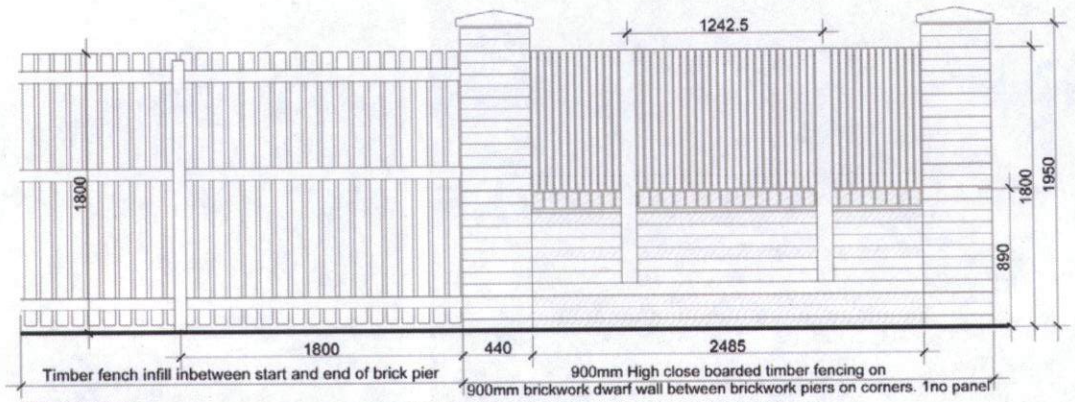
TYPE 4 - 1800mm HIGH CLOSE BOARD VERTICAL FENCE + TRELLIS



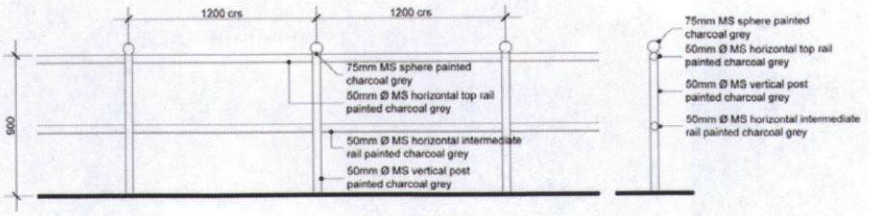
TYPE 7 - 900mm BRICKWORK WALL DETAIL.



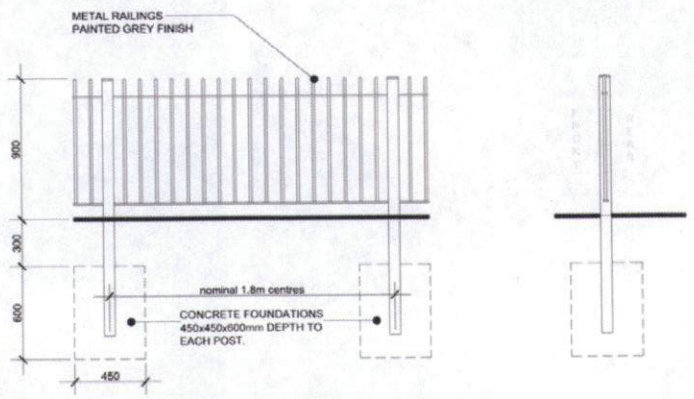
TYPE 2 - 1800mm HIGH BRICKWORK WALL WITH FENCING



TYPE 5 - 1800mm HIGH BRICKWORK WALL WITH FENCING + SIDE FENCING



TYPE 3 - BOUNDARY TREATMENT 3: 900mm HIGH GREY RAILINGS



TYPE 6 - ALTERNATIVE 900mm RAILING DETAIL.

Boundary Treatments Details

3.9 Environmental Impact

The development has been designed to minimise its carbon footprint and promote sustainability at every level. The Development Team have considered the following Neighbourhood Energy Strategy.

- Liaising closely with South Tyneside Council, the Development Team will utilise "fabric first" techniques, ensure that houses are built to the highest practical level of thermal resistivity, thereby safeguarding energy and minimising the carbon footprints of the development. Constructing houses to Code Level 3 of the Code for Sustainable Homes ensures a high thermal performance and efficiency. By this means, the energy efficiency of the units will be enhanced and environmental impact minimised. Materials will be specified according to the Green Guide to Housing Specification to minimise the impact of the scheme on the environment throughout its lifecycle.
- A Neighbourhood Recycling Strategy will be delivered as part of the proposals. Waste recycling techniques will be used to recycle a very high proportion of the construction generated waste, reducing waste going to landfill sites. With regard to household waste, bespoke stores will provide sufficient space for a separate recycling facility.
- A Sustainable Land Remediation Strategy will be set up in close liaison with South Tyneside Council.
- A Sustainable Urban Drainage Strategy - Water conservation will be encouraged through the use of flow regulators on toilets, showers and taps, and appliances that minimise water use together with water run off from the site.
- A Bio-Diversity Strategy will be carefully designed to ensure landscaping and tree planting modifies the immediate microclimate to the site, and provides a buffer from the prevailing winds, reducing energy costs.

Sustainable Energy Design

Housing design, wherever possible, maximises the opportunity for natural lighting and allows solar gain to penetrate deep into the house plan. This not only provides opportunity for the harnessing of the sun's warmth, but reduces the demand for electrical lighting outside of evening hours.

Sustainable Biodiversity

3.1) Design and Construction

The scheme provides a bespoke landscaping provision in a number of character areas throughout the site. These areas are interlinked by pedestrian routes that integrate to provide a walkable neighbourhood full of interest and intrigue, with key vista views contained within a considered urban landscape. The resident's sense of ownership is maximised by creating informal, usable hard landscaped areas immediately adjacent to plot boundaries

Facilities for children's play in accordance with the standards set out in the Supplementary Planning Documents have been incorporated within the design.

Play spaces and landscaped areas are imaginative and durable including good quality surface materials, boundary elements, street lighting and street furniture which are easy to maintain and replace if necessary.

Keepmoat Homes will arrange for the adoption of all open space within the development and shall maintain all landscaping during and on completion for a period of five years to the satisfaction of the Council.

Landscape Plan (Not to scale)

Quality Landscape Design

3.11 Land Management Options

The Trinity South housing development will include a green corridor of land in the estate, featuring planted beds, semi mature trees, landscaped mounds, play features, and a winding pathway that will be laid out as a linear park. This area will need to be maintained during its initial establishment and after its reaches full maturity. The site will be subject to a 10 year Land Management Plan, setting out the vision for the site from its initial planting stage to trees and plants becoming fully established.

Groundwork South Tyneside and Newcastle estimate that the annual maintenance cost of the site will be around £16-£20k per year (first 3 years). The area will need to have a full programme including watering and replacement of failed plants during initial establishment, tree thinning and pruning operations to manage semi mature trees and shrub beds (October- February), grass cutting and weed control (April-October) as well as repairs to hard landscaped features as required. The cost of employing a contractor to undertake this maintenance will have to be met as the area will not be adopted by the Local Authority. A contract for the maintenance of the lighting would also have to be agreed with either the lighting contractor or the Local Authority.

This could be achieved in two ways:

Payment of a Rental Levy

Residents of each of the 222 homes in the development would each pay a small levy of around £100 per year (around £2 per home per week). The levy would be paid into a central bank account (administered by a Community Association or Trust) and used to fund the basic maintenance of the area. Collecting an additional fee over and above what is required for the general maintenance would also be a sensible option. This would allow a saving fund to invest in future, longer term repairs of say footpaths, fences and trees when the scheme is over 5 years old and in case it suffers any damage or vandalism. An additional £0.50p per week would create around £4,836 per year and collect an additional £14, 508 within the first 3 years but would increase the rental levy to around £2.50 per week in the first 3 years. This is shown in table 1. This money could be invested in a high interest account to increase the level available in future years. An insurance policy for the protection of the main capital features and the larger trees could also be a sensible option for a Community association or Land Trust to consider.

Endowment policy

The developer would invest an initial sum in an endowment policy. The interest from the invested sum would then pay for the grounds maintenance costs. As before the fund would be administered by a community group or Trust.

The above options would require a Community Land Trust to be set up to administer the fund. This group would be comprised of local residents and may be supported by the Local Authority or an appropriate third sector organisation. The Trust would be responsible for managing the fund, appointing contractors of their choice and ensuring that the area is maintained to a good standard by appropriate management of the contractor. The maintenance of the area could be further supported by programmes that involve the local residents themselves, but this option would require outside funding. An appropriate third sector organisation would be able to support a residents group to achieve funding for other programmes or improvements to the area.

Precedent image of linear park environment

Proposed adoption plan

Programme	Years 1-3	Years 4-5	Years 6-10
Grass Cutting/Strimming	Bi-monthly grass cutting of formal areas with strimming of edges and around obstacles. Replace or re-seed any bare patches.	Bi-monthly grass cutting of formal areas with strimming of edges and around obstacles. Replace or re-seed any bare patches. Weed and feed treatment once per annum as required	Bi-monthly grass cutting of formal areas with strimming of edges and around obstacles. Replace or re-seed any bare patches. Weed and feed treatment once per annum as required
Litter Picking	Weekly Litter picks and response to any fly-tipping. Empty litter bins	Weekly Litter picks and response to any fly-tipping. Empty litter bins	Weekly Litter picks and response to any fly-tipping. Empty litter bins
Shrub Bed Maintenance	Basic bi-monthly maintenance, watering, weeding, topping up of mulch and replacement of any dead vegetation	Basic bi-monthly maintenance, watering, weeding and topping up of mulch. Pruning and shaping of planted areas twice per annum	Basic bi-monthly maintenance, watering, weeding and topping up of mulch. Pruning and shaping of planted areas twice per annum. Replacement of any defective species
Bulb/Wildflower Areas	Strimming and raking off of long grass areas twice per annum	Strimming and raking off of long grass areas twice per annum. Re-seeding of Wildflower areas and additional bulb planting where required	Strimming and raking off of long grass areas twice per annum. Re-seeding of Wildflower areas and additional bulb planting where required
Tree Maintenance	Basic maintenance, watering and regular tree inspections including ties and stakes. Replacement of dead species	Regular tree inspections. Removal of some ties and stakes. Pruning and shaping over winter period.	Regular tree inspections. Removal of some ties and stakes. Pruning and shaping over winter period.
Playground Maintenance	Regular inspections and levelling off and topping up of sand	Regular inspections and levelling off and topping up of sand. Repairs where required	Regular inspections and levelling off and topping up of sand. Repairs where required.
Entrance Maintenance	Regular inspections and removal of graffiti	Regular inspections and removal of graffiti. Painting and minor repairs where required	Regular inspections and removal of graffiti. Painting and minor repairs where required
Pathway Maintenance	Regular cleaning, removal of debris and litter. Quarterly mechanical sweep	Regular cleaning, removal of debris and litter. Quarterly mechanical sweep	Regular cleaning, removal of debris and litter. Quarterly mechanical sweep. Repairs where required.
Field Drainage	Regular inspections and cleaning where required	Regular inspections and cleaning where required	Regular inspections and cleaning where required
Maintenance of Bins Seats, Features and Boundary Fences.	Basic checks and cleaning	Basic checks and cleaning. Repairs where required	Basic checks and cleaning. Repairs where required. Replacements may be required.
Lighting Maintenance	TBC	TBC	TBC
Health and Safety Checks	Weekly checks and records kept. Actions addressed.	Weekly checks and records kept. Actions addressed	Weekly checks and records kept. Actions addressed
Winter Services	Salt spreading on pathway after snowfall or heavy frost	Salt spreading on pathway after snowfall or heavy frost	Salt spreading on pathway after snowfall or heavy frost
Estimated Basic Maintenance Costs	£18-20k	£20-22k	£22-25k
Example Rental Levy Income (based on 186 properties)	£2.50 x 186 x 52 weeks = £24,180 per annum	£2.75 x 186 x 52 weeks = £26,598 per annum	£3.00 x 186 x 52 weeks =£29,016 per annum
Example Levy Surplus (used for additional capital repairs)	£4-6k per annum £12-18k over 3 years	£4-6k per annum £8-10k over 2 years	£4-7k per annum £20-35k over 5 years
Example Total Levy Surplus (over ten year period)	Between £40-63k		

Expected 10 Year Maintenance Programme

Stopping Up Plan

As part of the Masterplan proposal this diagram indicates the land to be stopped in order for the redevelopment of the area.

Land to be Stopped

(Left): Stopping Up Plan (Not to Scale)

3.12 A South Tyneside Vernacular

The design of individual homes and a series of neighbourhoods specific to the site's local context, has been based on the Design Team's understanding of the way the area looks and works. The designers have carried out field work in the location, researching and investigating the "Genus Loci" of the site.

Similarly the local vernacular has been researched and recorded and used as study material for the evolution of a "Modern Vernacular" for Trinity South. Great attention has been dedicated to evolving a "Contemporary Trinity South Vernacular". Within this study a range of specific Trinity South fenestration treatments have been evolved.

Consideration has been given to "Trinity South entry details" and the need to celebrate the point of entry; whilst enhancing privacy and security. The journey from public space, through semi-private informal gardens and thence across the individual threshold has been considered in great detail.

A Trinity South palette of enclosure has been devised, together with a range of imaginative ideas for maximising the landscape impact of the green routes and play streets.

A specific set of materials, colours and textures has been evolved to respond to Trinity South's maritime / riverside location.

The architectural style and choice of material will complement the surrounding South Tyneside "vernacular". The use of high quality, simple, modern details will respect the urban nature of the Frederick Street site context, whilst at the same time responding to the lower density nature of the housing proposals to the south of the site which serves as a contrast and backdrop to this urban shopping street.

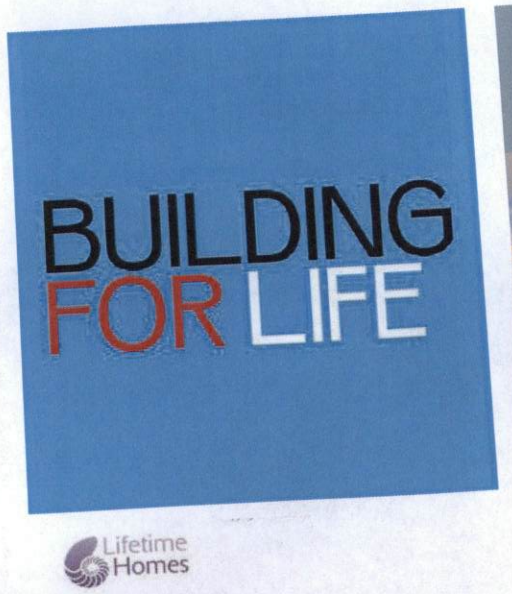
We have developed a system of traffic calmed housing clusters set within a landscaped framework, that deliver the number, size and tenure type of high quality family homes desired.

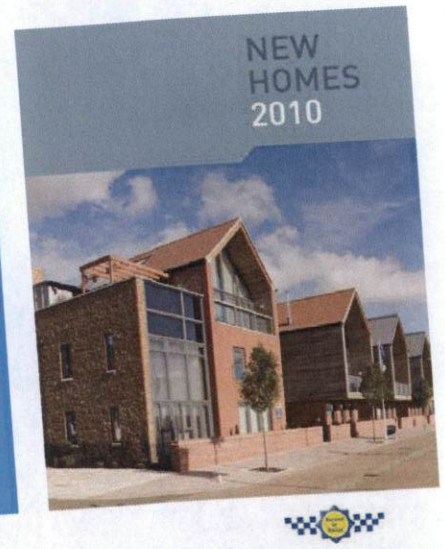
Our proposals are designed to be sensitive to the relationship with the existing land use surrounding the site. The layout reflects the density and typology of the surrounding area and works with the existing street network and pedestrian linkages.

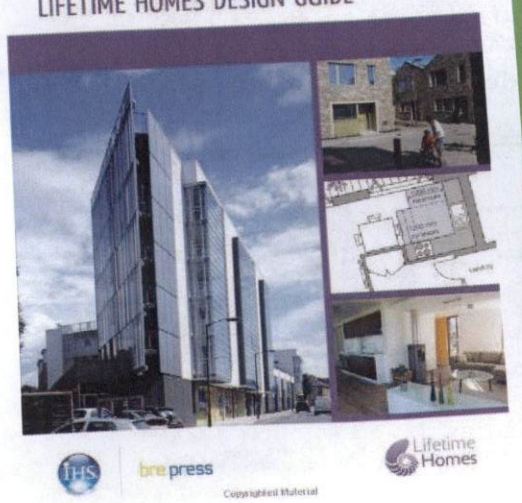
Our proposals aim to deliver the best design with, attention to detail and consideration of the Design Brief requirements through sensitive and thoughtful principles. The landscape within the new development and its links to wider context are key components of our approach to deliver your aspirations

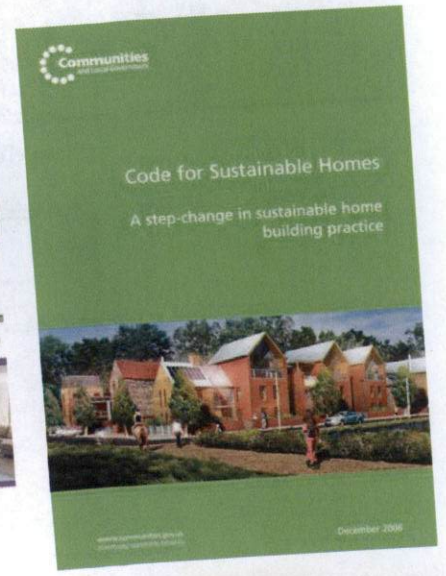
The design response to the character of the new housing development is based on an interpretation of a contemporary vernacular and the palette of materials will compliment and respect the local character.

Our scheme is designed to meet all the requirements of Building for Life principles, Secured by Design, Lifetime Homes and as a minimum Code for Sustainable Homes Level 3.









Indicative Elevation

3.13 A Bespoke Trinity South Range of Housing Solutions - Housetypes

The area has a diverse ethnic population. The developer is offering a wide range of plan forms, some of which are geared to their specific ethnic needs.

In addition, the proposals will meet the following specific aspirations:

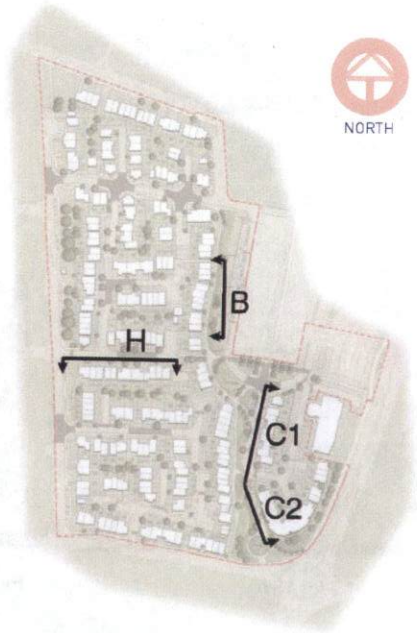
- Housing will meet Code 3 of the Code for Sustainable Homes standards and Keepmoat Homes are committed to improving upon this if possible.
- 10% affordable homes will be provided to widen the tenure mix within Trinity South. The Design Team needs to be sensitive to the relationship between the existing housing to the north and south, whilst maximising the benefits and minimising the lack of benefits of being adjacent to a vibrant shopping area.

The Design Team have worked carefully to move the affordable housing agenda forward. The Trinity South house type range is a particularly good example of ways in which high quality construction can be harnessed to deliver housing designs of high character and sustainability credentials. The range of house types offers safe and functional internal accommodation, as well as a variety of solutions for car parking. This ensures that the needs of families can be accommodated safely and functionally.

For the full range of housetypes, please refer to the supplementary Housetype Booklet.

Indicative Housetypes (Not to Scale)

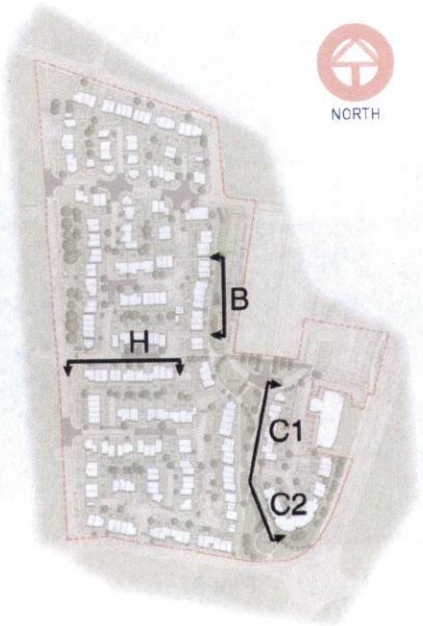
Indicative Streetscape B - Linear Park (Not to Scale)



Streetscape Location Plan

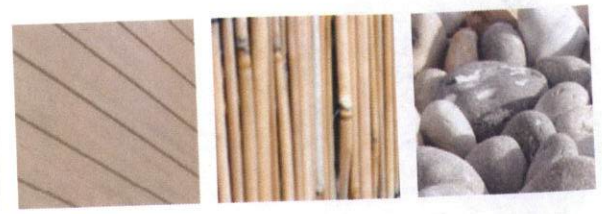
Indicative Streetscape H - Mews Courtyard (Not to Scale)

Indicative Streetscape C1 - Linear Park With Landmark Apartment (Not to Scale)



Streetscape Location Plan

Indicative Streetscape C2 - Linear Park With Landmark Apartment (Continued) (Not to Scale)



3.15 Character Studies

HOUSE TYPE TRINITY SOUTH 1062

Indicative Character Studies



3.16 Facing Materials

This Schedule refers to the facing materials and colours in each of the following areas. Details of the roofing tile types / colours are identified on the Roofing Strategy Plan.

Apartment Block

Facing Bricks: Ibstock Grainger Gold to plinth, with Grainger Autumn contrasting coursing above. Chillingham Blend brick panels to first / second floor levels

Render: Weber Chalk

Weatherboarding: MarleyEternit Cedral Grey
Window Surrounds: MarleyEternit Operal Grey

Area A

Facing Bricks: Ibstock Grainger Gold and Dilston Blend
Render: Weber Chalk and Light Blue
Weatherboarding: MarleyEternit Cedral Grey and Cream White
Window Surrounds: MarleyEternit Operal Grey

Area B

Facing Bricks: Ibstock Grainger Gold and Dilston Blend
Render: Weber Chalk, Sand and Light Blue
Weatherboarding: MarleyEternit Cedral Grey Brown and Cream White
Window Surrounds: MarleyEternit Operal Grey

Area C

Facing Bricks: Ibstock Grainger Gold and Chillingham Blend
Render: Weber Sand and Granite Grey
Weatherboarding: MarleyEternit Cedral Grey and Cream White
Window Surrounds: MarleyEternit Operal Grey

Area D

Facing Bricks: Ibstock Dilston Blend and Chillingham Blend
Render: Weber Sand, Granite Grey and Chalk
Weatherboarding: MarleyEternit Cedral Grey and Cream White

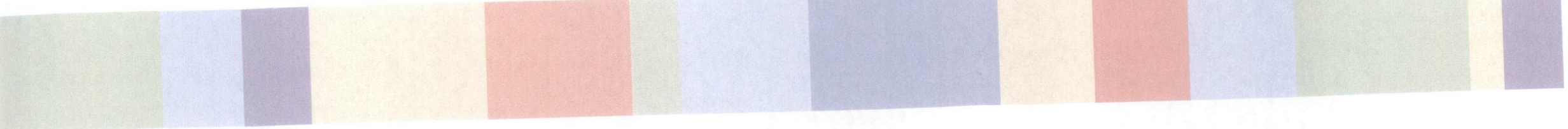
Area E

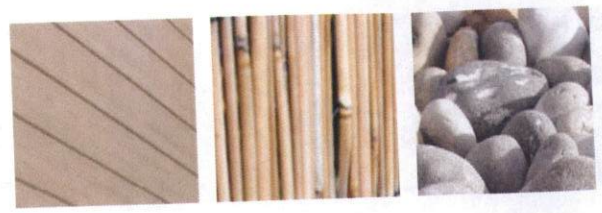
Facing Bricks: Ibstock Dilston Blend and Grainger Autumn
Render: Weber Sand and Granite Grey
Weatherboarding: MarleyEternit Cedral Grey Brown and Cream White

Area F

Facing Bricks: Ibstock Grainger Autumn and Grainger Gold
Render: Weber Chalk, Light Blue and Granite Grey
Weatherboarding: MarleyEternit Cedral Grey Brown and Cream White

Facing Materials Key Plan. Not to Scale





3.17 Roofing Strategy Plan and Materials Summary

Facing Bricks: Ibstock
Dilston Blend
Chillingham Blend
Grainger Autumn
Grainger Gold

Render: Weber
Sand
Chalk
Light Blue
Granite Grey

Weatherboarding: Cedral (MarleyEternit)
Grey
Grey Brown
Cream White

Window Surrounds: Operal (MarleyEternit)
Grey

Roofs: Russell
Galloway (Slate Grey)
Pennine (Terracotta)

Plain Tiles in Slate Grey or Terracotta – to porch / bay roofs

Front Doors: Birtley
A: Durham; B: Raby; C: Pickering
Colours: Pigeon (BS 18C35), Antelope (BS 08B21),
Hopsack (BS 10B17)

Windows: Grey uPvc

Fascias / Rainwater Goods: Grey

Roofing Strategy Plan. Not to Scale

3.18 Safety and Security

Particular care has been taken to ensure that all public spaces and pedestrian routes are fully overlooked. "Active Frontages" create "Passive Surveillance" over these areas, and gable treatments ensure that bay windows, balconies or oriels provide further overlooking. Perimeter blocks which overlook the central green space, ensure that there is maximum passive surveillance. In addition, natural surveillance of the Linear Green Park is afforded by the landmark apartment building.

Treatments have been introduced to the scheme to deliver further passive surveillance with curtilage treatments containing the streetscene. Windows and door openings onto all streets and footpaths provide greater security for users. The design of the Linear Park and east – west pedestrian routes encourages community interaction. Public and private spaces are clearly defined utilising the principles of Spatial Syntax.

This Design and Access Statement demonstrates how the proposals have been informed by the principle layout and design as set out by Secured by Design New Homes 2010. Contact has been made with Northumbria Police's Architectural Liaison Officer and the following is the response to Secured by Design:

Contemporary Design Which Maximises Passive Surveillance

A contemporary reassessment of these traditional plan forms has been carried out. The new houses are arranged to maximise visual surveillance over the street spaces, whilst at the same time, delivering a high quality, attractive house type range.

Public, Private and Semi-Private Spaces

Buildings have been designed in perimeter blocks to front onto streets which separates the formal public outer-face of the perimeter grouping from the internal Semi-Private space, helping legibility, and encouraging residents to take ownership of their Semi-Private spaces. The legibility of the housing layouts also differentiates Public from Private Space, ensuring that the neighbourhoods are inherently secure.

Secured by Design Expertise

Keepmoat Homes and their Design Team have long standing histories of dealing with the issues presented by acquiring Secured by Design status for their developments. The Design Team are aware of the diametrically opposed views that can often come about in terms of Secured by Design requirements against increased pedestrian permeability and the creation of a sequence of legible and definable spaces. However, this aside, the Scheme as presented within this document, will be capable of achieving Secured by Design. The Design Team have held early discussions with regards to the layout with the Police Liaison Officer to discuss issues such as permeability and curtilage treatments to ensure that accreditation is achieved with a minimum of disruption to the design intent.

The Scheme will be audited against the Safer Places, the Planning System and Crime Prevention Document as issued by the Department for Communities and Local Government / CABE and will use the basic check list to ensure compliance.

1. Have the types of building been selected and designed for security in mind?
YES

2. Is the layout of the development appropriate for identified crime risk as well as to meet the wider planning objectives?
YES

3. Will all uses in an area be compatible and have potential conflicts been thoroughly thought through?
YES

4. Does all public space serve a purpose and support an appropriate level of legitimate activity?
YES

5. Has the remodelling, removal or re-use of buildings and spaces that are vulnerable to crime been considered?
YES

6. Have the potential benefits for crime prevention of restoring historic environments been considered?
YES

- Communal areas designed to allow natural supervision.
- Boundaries to be clearly defined and features to prevent unauthorised vehicle access incorporated.
- Defensible space using real or symbolic barriers, e.g. change of road surface, texture or colour to encourage a feeling of territoriality.
- Dwellings sited in small clusters or interacting with one another
- Public access routes designed to be well used with good natural surveillance.
- Unobserved access or egress routes excluded.
- Frontages to be defined to demarcate between public and private property.
- Boundary fences to be balanced between security, surveillance and Privacy.
- Street-lighting to conform to BS 5489.
- Suitable lockable gate to the front of the building line to exclude casual access to the rear of properties.
- Design features that allow climbing and access points avoided.
- Utility cupboards located externally as close as possible to front building line and overlooked.
- Car parking located within view of residents.
- Clear name and numbering of roads and properties.

Secured by Design

Official Police Security Initiative

Secured by Design logo

A meeting was held to by the design team with Brian Stobbs, Architectural Liaison Officer, to discuss the proposal and the application for Secure By Design. The minutes of the meeting are outlined below:

N90:136

TRINITY SOUTH, SOUTH SHIELDS

BRIEF NOTES OF MEETING HELD WITH BRIAN STOBBS, ARCHITECTURAL LIAISON OFFICER IN THE OFFICES OF IDPARTNERSHIP-NORTHERN ON THURSDAY 10 JAUARY 2013

Those Present:

Brian Stobbs	Architectural Liaison Officer
Jane Massey	IDPartnership-northern
Kevin Thompson	IDPartnership-northern

MATTERS DISCUSSED — **ACTION**

1.00 INTRODUCTION

1.01 JM outlined the background to the site development, and confirmed that idp had now been instructed to work up the proposals for a Detailed Planning Application within the next couple of weeks.

1.02 Some consultation with local residents/commercial areas has already taken place during the course of the dialogue process and tender submission by Keepmoat to South Tyneside Council. This is being reinforced by the formal Community Consultation Event, which is being held at Trinity One on 10 January 2013.

1.03 The scheme comprises a total of 222 no. units (mix of 2, 3 and 4 bed properties). 20 Affordable Homes will be provided within this total, to be pepper potted through the development.

1.04 The development will be built out in several phases to accommodate CPO/Demolition requirements.

1.05 JM tabled the proposed site layout for discussion purposes, and the following details were confirmed:

- Linear Park running North/South providing permeability and access through the development, with linkages to play areas etc.
- East/West permeability – 3 no. links between the Linear Park and Eldon Street.
- All houses to be built to SBD Standard. Code for Sustainable Homes Code Level 4 to apply.
- Vehicular (and pedestrian) access will be mainly from Eldon Street, but the site is also bordered by Laygate to the North, and Reed Street to the South of the Site.

1.06 The majority of houses will have on-plot parking, some with garages, to the front of properties. Parking for the apartments, and to the adjacent dwellings (plot nos. 194 to 198), will be at the rear.

1.07 Boundary enclosure details were confirmed in principle as follows:

- Dwellings facing onto Reed Street and part Eldon Street, and Laygate; 900 mm high metal railings to provide front curtilage definition.
- Front boundary definition to plot nos. 194 to 198, together with adjacent apartments; 900 mm high metal railings (detail as above).
- Properties facing onto the Linear Park: timber post and rope rail boundary definition to reinforce defensible space to front curtilage in these areas.
- All other front curtilage areas: no boundary treatment to be provided, private areas to be reinforced by change of texture/colour as a boundary definition in these areas.
- Rear/side plot boundaries: 1.8 m high brick walling/timber fencing, depending on location.

1.08 Units 194 to 198 – South Tyneside Council will not permit direct pedestrian linkage from Western Approach. Access through to the fronts of these dwellings is therefore from the rear and via the above mentioned parking court.

BS confirmed that was acceptable subject to the following:

- Dusk till Dawn Security lighting (as per all rear gardens) to be installed to the gable end of the plot no. 197 – to illuminate footpath link.
- 2 no. gates to be provided, 1 no. at either end of the footpath. (N.B. these do not need to be lockable, to permit postman access etc).
- This specification, together with provision of the 900 mm high railings (as per item 1.07 above) is acceptable in this location.

1.09 It was agreed that the formal SBD Application would be forwarded through to Brian Stobbs for registration within 2 to 3 weeks of the Planning Submission date. BS advised that reference to this early consultation meeting be made within the Design & Access Statement. — **IDP**

1.10 BS confirmed that as the SBD Application would be made in January 2013/February 2013, the current specification for doors and windows (Pass 23/24 & BS 7950 respectively), will still apply. As of August 2013, both elements will need to comply to Pass 24, 2012. BS also advised that current standards for a Pass 24 door to the Home Office, no longer applies.

1.11 IDP to advise BS as to whether 1 SBD Application for the whole site was envisaged, or whether a series of phased Applications will apply. Details of timescales and indicative construction dates are required. — **IDP/ KEEPMOAT**

Distribution:

Those present plus
Colin Bennett, Keepmoat Homes
File

JM/RS/10.01.13

PART 4: BUILDING FOR LIFE 12

Connections 1

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

1a Where should vehicles come in and out of the development?

The development will be accessed from the south by Reed Street, the east by Eldon Street and will also have a singular vehicular access point on Laygate Street to service the existing Frederick Street shopping facilities and a proposed new shopping development for decanting purposes on Laygate.

1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

There are a number of character areas throughout the site, interlinked by pedestrian routes that integrate to provide a walkable neighbourhood. The use of linear routeways and east - west walkways help to reconnect the area with the historic river edge and the implementation of a linear park encourage movement linking to National Cycle Route 14.

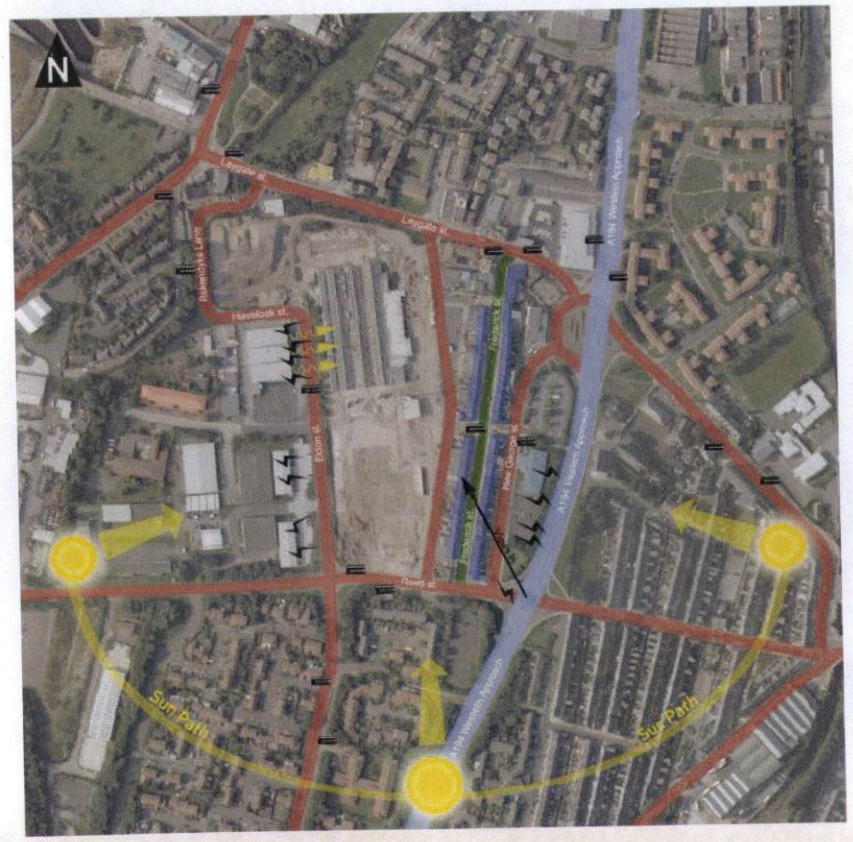
1c Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?

The external roads will remain in their current configuration, with the creation of additional junctions to these existing roads and thereafter estate roads which will be developed as Play Streets and Mews Courts.

A crescent area to the south of Frederick Street will be created to provide a significant view stop and to allow for vehicular movement towards the proposed service yard to the rear of Frederick Street.

1d How should the new development relate to existing development? What should happen at the edges of the development site?

The design concept behind the development is that of "re-knitting" the urban fabric of Old Holborn. The layout reflects the density and typology of the surrounding area and works with the existing street network and pedestrian linkages and the creation of a north - south Linear Park provides pedestrian and sustainable transport routes through the site to connect with New Shore Park.



Key:

- Exisiting Health Centre
- Al Azhar Mosque
- Frederick st. Existing retail units
- Frederick st.
- Secondary roads
- Primary roads
- Bus stops
- Noise
- Odours

SWOT Analysis. Not to Scale

Facilities and Services 2

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

2a Are there enough facilities and services in the local area to support the development? If not, what is needed?

There is already an abundance of community facilities around the development area including schools, medical centres and shops; however there appears to be a lack of equipped play resources in the immediate locality.

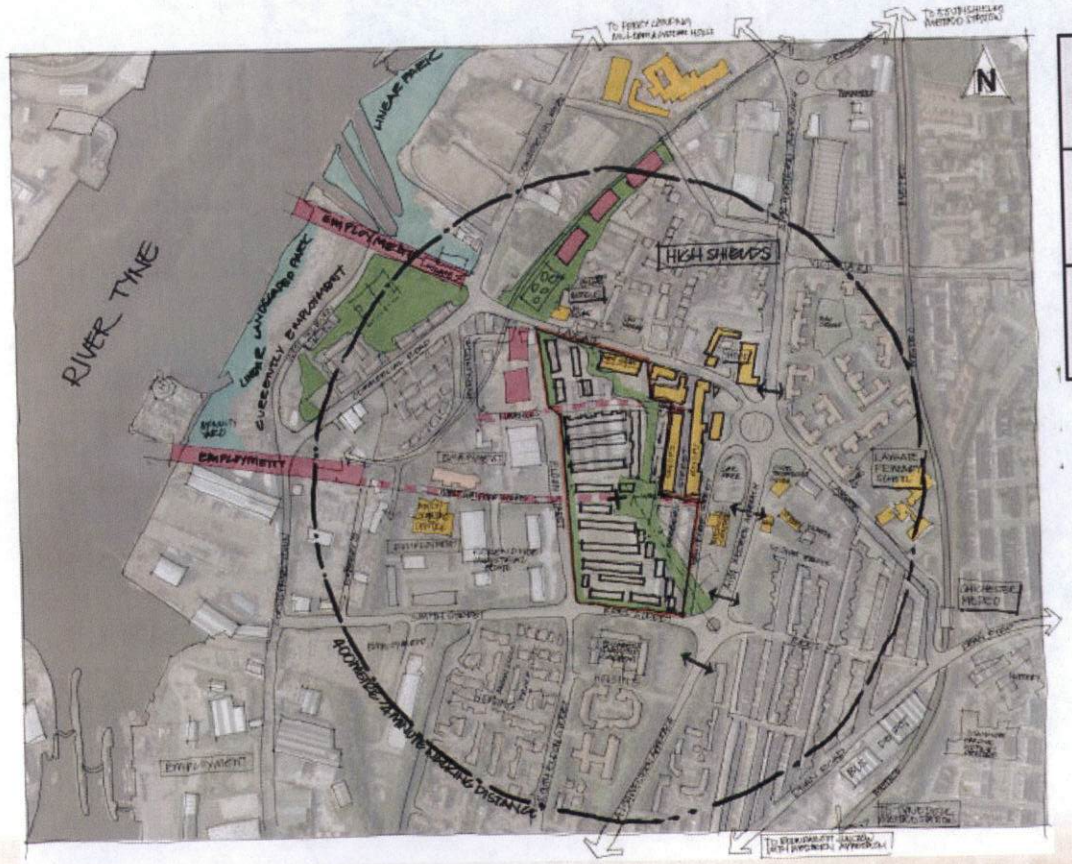
Where new facilities are proposed:

2b Are these facilities what the area needs?

The linear park incorporates a play resource designed to act as a focal attraction not only for the residents but also as a family attraction to support the local shops. It is proposed to design the play area as a substantial integrated feature to reinforce a strong character statement for the area, in this case a marine / beach theme.

2c Are these new facilities located in the right place? If not, where should they go?

The play attraction in the form of a linear park will create a critical mass of interest which will in turn provide vital natural surveillance in this central location within the site and also bring more visitors to the shops.



Key:

- SIGNIFICANT BUILDINGS
- 400M/4MIN WALKING BANDS
- PROPOSED EMPLOYMENT USES
- PROPOSED TENTH LINEAR PARK
- RIVERSIDE LINEAR PARK
- PEDESTRIAN CROSSING POINT

Local Facilities. Not to Scale

Public Transport 3

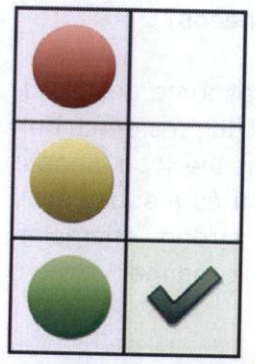
Does the scheme have good access to public transport to help reduce car dependency?

3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?

The proposed layout of the Trinity South development provides easy access to the existing bus stops on Eldon Street, Frederick Street and the A194 Western approach.

3b Where should new public transport stops be located?

It is proposed that a new bus layby will be designed off the Western Approach next to the doctors surgery, this will utilise existing pedestrian access linkage to help access both doctors, Frederick Street and the proposed new housing.



Key

- Major Roads
- Metro Line
- Chichester Metro Station
- National Cycle Route 1
- National Cycle Route 14
- Proposed Future Cycle Route
- Tourism, Cultural & Leisure Site - Customs House
- Predominantly Residential Land Use
- Predominantly Commercial/ Industrial Land Use
- Riverside Regeneration Site
- Frederick Street Retail Area
- Supermarket Location
- Site Boundary

Transport Links. Not to Scale

Meeting Local Housing Requirements 4

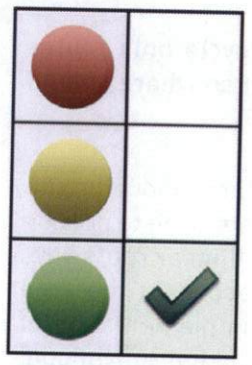
Does the development have a mix of housing types and tenures that suit local requirements?

4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

This demanding urban regeneration site requires specific house types to respond to South Tyneside Council's criteria of quality and deliverability, and Keepmoat have therefore evolved house types used within the Scotswood Regeneration Project. These house types are in accordance with HCA requirements, Lifetime Homes principles and current Building Regulations.

4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

10% affordable homes will be provided to widen the tenure mix within Trinity South.



Mixture of Housetypes

Character Areas 5

Does the scheme create a place with a locally inspired or otherwise distinctive character?

5a How can the development be designed to have a local or distinctive identity?

The key design principle of the Trinity South development is to contribute to the establishment of a distinctive urban neighbourhood with character, variety and identity. A clearly defined hierarchy of streets integrates quality hard and soft landscaping with a series of east – west desire lines; Havelock Street and Walpole Street which are reconnected, and a north – south linear parkway.

5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

A specific set of materials, colours and textures has been evolved to respond to Trinity South's maritime / riverside location.

The architectural style and choice of material will complement the surrounding South Tyneside "vernacular". The use of high quality, simple, modern details will respect the urban nature of the Frederick Street site context, whilst at the same time responding to the lower density nature of the housing proposals to the south of the site which serves as a contrast and backdrop to this urban shopping street.

Working with the Site and its Context 6

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

6a Are there any views into or from the site that need to be carefully considered?

A landmark apartment building and linear park has been created to provide views deep into the site from the western approach.

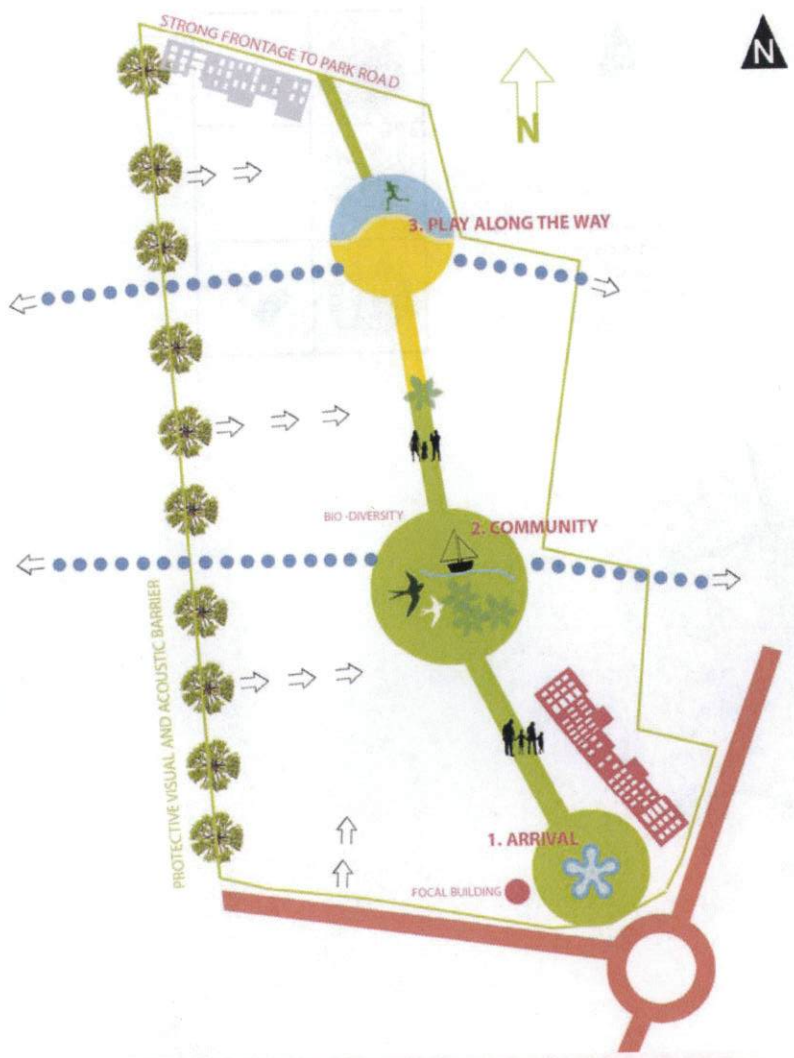
6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

All existing trees have been retained where appropriate.

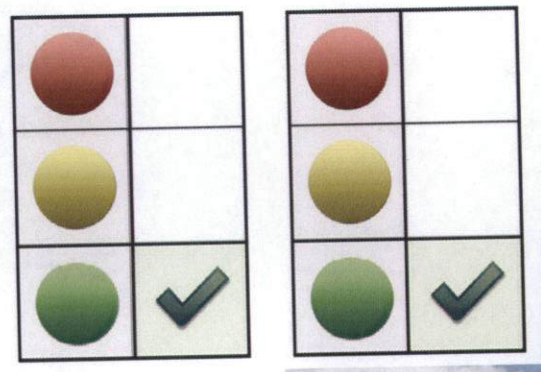
This specifically applies to Eldon Street whereby the existing trees help reinforce the rear curtilage treatment of the proposed new housing

6c Should the development keep any existing building(s) on the site? If so, how could they be used?

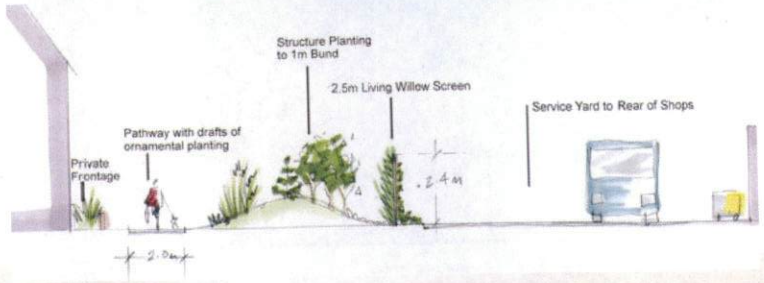
There are no existing buildings on site.

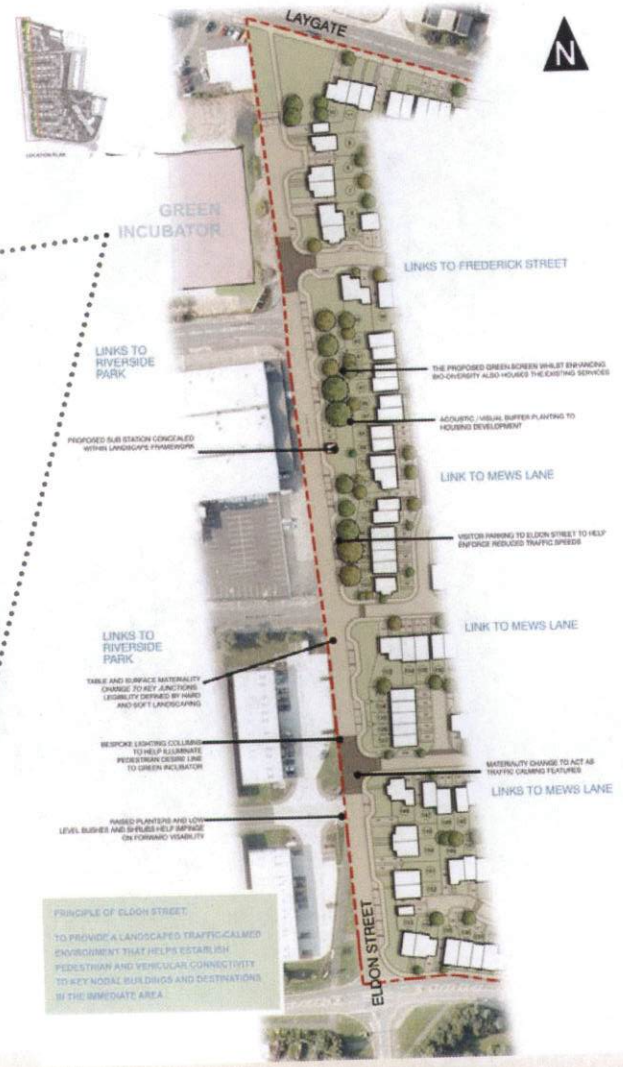


Character



Green Incubator





Section showing relationship of Frederick service yard and the linear park

Creating Well defined Streets and Spaces 7

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

7a Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?

All public and semi-private spaces are well overlooked and enclosed from the proposed housing whilst landscaped features and significant buildings help to enclose courtyard areas.

7b Good buildings 'turn' corners. Do buildings turn corners well?

The Masterplan illustrates through a Spatial Syntax Study which has determined the positioning of "Significant Buildings", Corner Turners and Vista Stops which further articulate the set of spaces.

7c Do all fronts of buildings, including front doors, face the street?

The development is characterised by a framework of interconnected routes which clearly define housing and spaces. Buildings are arranged to follow a continuous line (Perimeter Blocks), creating Active Edges with doors and windows opening onto the street to provide Passive Surveillance and an Active street frontage.

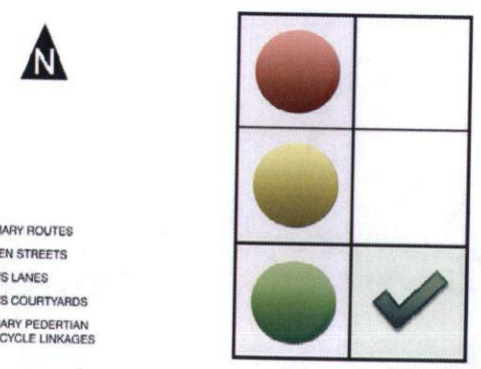
Easy to find your way around 8

Is the development designed to make it easy to find your way around?

8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

The layout of the development is defined by a "Narrative story line", which links all the spaces within the Trinity South regeneration area. The more formal buildings occur on the main route. Primary route, Secondary and Tertiary routes are instantly recognizable as they are formed by the less formal relationship between the buildings on either side, and the increasingly less structured road pattern.

Corner Turner Housetype



Movement Diagram

Streets for All 9

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

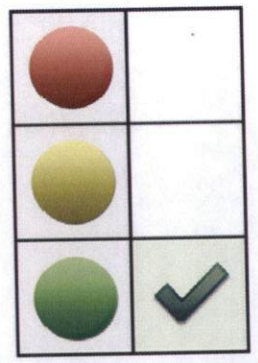
9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

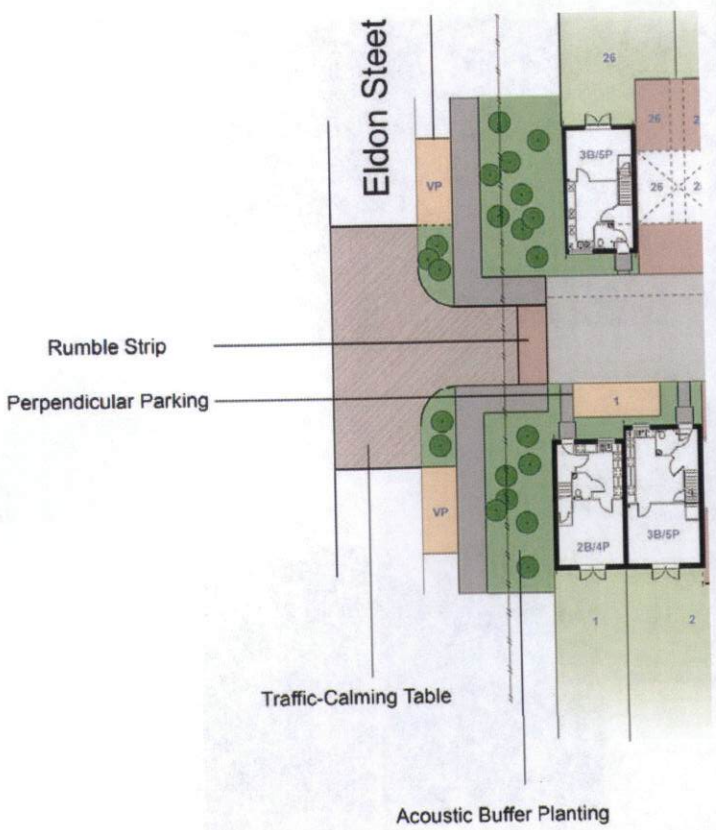
Fundamental to the design approach is the requirement to provide a highways layout that discourages traffic speeds. This will be achieved through the positioning of vertical deflection geometry so that the car driver will be discouraged from speeding due to the careful positioning of buildings and landscaped areas to induce controlled, forward visual openness.

The design will make use of the Local Authority's adopted materials in such a way as to discourage long lengths of black top paving and pedestrian crossing points will be strategically located along the principle route to assist in traffic calming.

9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?

The Masterplan will encourage pedestrian and cycle movements to be alongside primary movement routes so that these are easy to use and accessible. Within the hierarchy of movement patterns the secondary and tertiary levels will look at how pedestrian primacy can be given through the use of shared surfaces, different surface materials and lack of road markings to encourage drivers to reduce speeds.





Traffic Calming Measures

Pedestrian and Cycle Movements

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

10a Is there enough parking for residents and visitors?

The parking for both private and visitor parking will follow the guidelines as set out by South Tyneside Council. A variety of parking solutions have been used reflecting the diverse mix of units.

Car parking allocation is as follows:
2bed - 1 space
3bed - 2 spaces
4bed - 2 spaces

10b Is parking positioned close to people's homes?

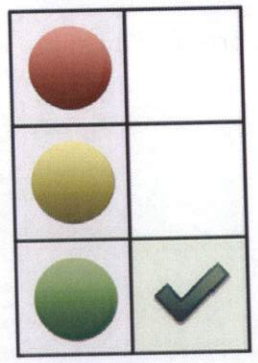
Parking is provided in curtilage in order to minimise the visual impact of the car, and to de-congest the existing road network.

10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

If any parking courts are proposed in this scheme, these should be relatively small in size and follow the design requirements.

10d Are garages well positioned so that they do not dominate the street scene?

The on-plot provision of garages should be considered so that ancillary buildings such as garages should be positioned towards the back of the plot to encourage attractive streetscenes.



On Plot Parking - Detached and Integral Garages

Public and Private Spaces 11

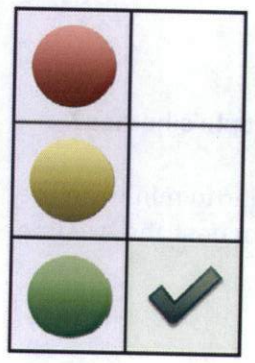
Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

11a What types of open space should be provided within this development?

The development provides a linear park which enables permeability for all residents. A play along the way ethos has been implemented so that informal play opportunities can occur.

11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

Formal and informal play provision is provided on site.



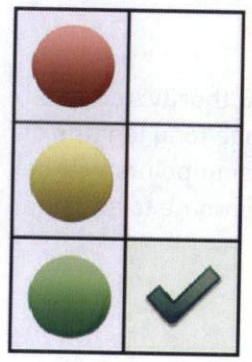
Linear Park - Play on the Way

External Space and Amenity 12

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

12a Is there enough storage space for bins and recycling, as well as vehicles and cycles?

All dwellings will have bin provision within the rear curtilage except the apartments which will have a bin shed provided. All affordable dwellings will have provision for cycle storage within sheds.



Innovative Refuse Stores

Building for Life 12 Summary Table

Score	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Question 8	Question 9	Question 10	Question 11	Question 12	Total
	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	12
													0
													0
	1	1	1	1	1	1	1	1	1	1	1	1	12/12

OUR VISION SUMMARY

We trust you will find our proposals contained in this Design and Access section both exciting and stimulating and fulfil the consolidation document requirements.

Our legacy will be a development which ensures the local community in this location is sustained for present and future generations...

GLOSSARY OF TERMS

Active Frontage
Provided by a building or other feature whose use is directly visible or accessible from the street or space which it faces; the opposite effect to a blank wall.

Address
A building with 'address' means its front door faces a public street.

Adoptable Road or Pathway
Areas of road or footpath which are adopted and maintained by a local authority.

Amenity
Architectural and landscape elements in and at the edges of open space that promote the comfortable use of a space.

Blockform
The architecture of a building which is compact in nature and contributes to the creation of a larger city block.

Character Area
Areas of varying style and building formation based upon an historical timeline or in keeping with the local vernacular. Character areas are also based around local topography and areas of special interest.

Courtyard
A landscaped open space in the centre of a city block with no street frontage.

Defensible Space
Public and semi-public that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody.

Density (low, medium and high)
The mass or floorspace of a building or buildings in relation to an area of land.

Driveway
An individual parking pad that leads to a private garage.

Elevation
An external face of a building.

Façade
The exterior parts of a building visible to the public, that represents the building, tells people about the building, what it is, how to enter and the nature of the interior uses.

Fenestration
The arrangement and design of windows and doors on a buildings facade.

Gable
The upper, triangular portion of a facade, usually flanked by sloping roofs.

Gateway
A principal or ceremonial point of entrance into a district, or neighbourhood.

Indicative Sketch
A drawing of building forms and spaces which is intended to guide whomever will later prepare the actual design.

Legibility
The degree to which a place can be easily understood by its users and the clarity of the image it presents to the wider world.

Linear Park
Linear strip of landscaping incorporating pedestrian footpaths, cycleways and play spaces, which link up to key nodal points.

Massing
Three dimensional bulk of structure: height, width, and depth.

Mini Park
A small area accessible to the general public that is often of primarily environmental, rather than recreational, importance. Also called 'pocket park'.

Natural Surveillance
The discouragement to wrong-doing by the presence of passersby or the ability of people to see out of windows. Also known as passive surveillance (or supervision).

Neighbourhood Facilities
Providing various community facilities including possible educational, recreational, health, retail and social facilities.

Node
A place where activity and routes are concentrated.

Open Space
Land and/or water area with its surface open to the sky and predominately undeveloped, which is set aside to serve the purposes of providing active or passive recreational opportunities, conserving valuable natural resources, and structuring urban development and form.

Permeability
The degree to which a place has a variety of pleasant, convenient and safe routes through it.

Pinch Point
A point in a layout where the distance between the vehicle and the surrounding equipment and structures is so small that it represents a safety hazard to personnel.

Plaza
An animated gathering space predominately hard-surfaced with a complimentary landscaping.

Proportion
Balanced relationship of parts of a building, landscape, and structures to each other and to the whole.

Public Art
Site specific artwork created to enhance publicly accessible space through artistic interpretations that range from independent sculpture to integrated architectural treatment and landscape design.

Public Realm
Streets and lanes, parks and other open spaces and the accessible parts of buildings.

Road Hierarchy
Categorisation of roads by function and intended traffic management treatment.

Scale
The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person.

Site Plan
A detailed plan showing the proposed placement of structures, parking areas, open space, landscaping, and other development features, on a parcel of land.

Soft Landscaping
An open, unobstructed area that supports the growth of vegetation such as grass, trees, shrubs, flowers or other plants, and that permits water infiltration into the ground.

Street
A significant part of the City's open space system. Streets provide vehicular, pedestrian and utility access, address and light to individual lots and blocks within the urban fabric. In addition they are landscaped and lit in the evening and provide a setting for social interaction and neighbourhood activities.

Streetscape
The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc. The scene as may be observed along a public street composed of natural and man-made components, including buildings, paving, planting, street hardware, and miscellaneous structures.

Sustainability
Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Urban Drainage System (SUDS)
A system to reduce the potential of flooding on new and existing urban developments. Unlike traditional urban stormwater drainage systems, they also help to protect and enhance ground water quality.

Timeline Concept
A representation or exhibit of key events within a particular historical period, which are reflected throughout the development.

Traffic Calming
A set of strategies used to slow down or reduce traffic, thereby improving safety for pedestrians and bicyclists as well as improving the environment for residents.

Topography
A description or representation of artificial or natural features on or of the ground.

Urban Design
The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes that facilitate successful development.

Urban Form
The spatial arrangement of a particular environment, as defined by the connectivity of built mass and form, the natural environment, and the movement of persons, goods and information within.

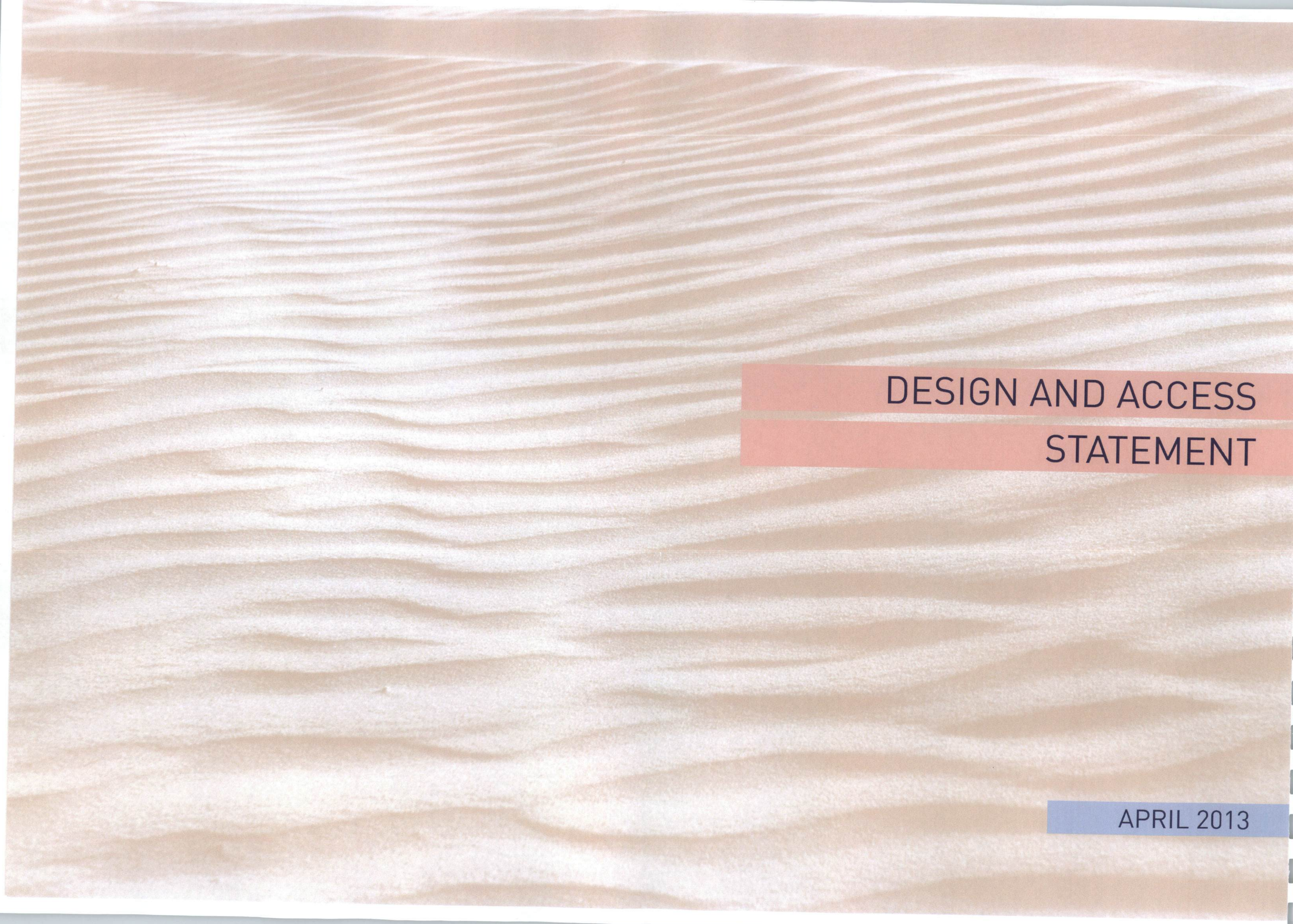
Urban Grain
The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

Vernacular
The way in which ordinary buildings were built in a particular place before local styles, techniques and materials were superseded by imports.

View Corridors
View between built form or landscaping.

Village Hub
Community facilities incorporating possible local convenience store, doctor's surgery, crèche and post office facilities.

Vista Stops
Built form or landscape feature located at the end of a view corridor providing a view stop to the streetscape.



DESIGN AND ACCESS STATEMENT

APRIL 2013