

DESIGN & ACCESS STATEMENT

Detailed residential application
for 334 dwellings

VICTORIA ROAD WEST, HEBBURN

29th July 2016

miller homes
(North East Region)



This document is formatted for double sided printing.

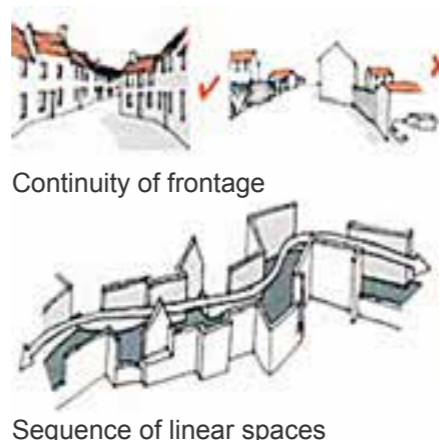
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Design guidance indicators

Continuity of frontage

Sequence of linear spaces

This detailed application is for a residential development of 334 dwellings on land at Victoria Road West, Hebburn.

The site offers excellent opportunities for the creation of a distinctive residential neighbourhood. As a driver of design, proposals look to retain existing land form and key landscape features where appropriate and in turn, introduce new features of merit that will add to the environmental quality of the development site and wider area.

This Design and Access Statement (DAS) has been prepared by Pod and forms part of an outline application for the development site. This document provides sufficient detail to enable a clear understanding of the project to enable South Tyneside Council to determine the detailed application.

As such, this document sets out and highlights key design principles embodied within the proposals - showing why they are appropriate in terms of use and scale, and how they respond to local context.

Miller Homes – A Design Led Approach

Proposals embodied within the Victoria Road West application package apply the key principles of good quality design, collaboration and effective implementation that defines Miller Homes as residential developer.

The design team assembled for this project have worked with Miller Homes on a number of previous projects and have extensive experience in their individual fields of expertise. There is a close working relationship between team members with a solutions-based ethos geared towards effective delivery

of quality housing to the widest possible spectrum of potential occupiers.

Proposals have not been developed in isolation. Miller Homes have undertaken consultation with surrounding residents, both at outline and detailed planning stage, to ensure scheme proposals are a sensitive and considered response to the local context. In both their early gestation and ultimate delivery, proposals underpinning the application have recognised that the long term success of the development will be greatly enhanced by features and measures that ultimately ensure design quality and an inherent level of sustainability.

The Need for a Design and Access Statement

Changes to the planning system effective since 10th August 2006 require that most planning applications should be accompanied by a DAS. Guidance sets out that any DAS should 'explain the design thinking behind a planning application' – highlighting the various design principles and concepts that have informed proposals, outlining also how access has been dealt with and incorporated into proposals. The DAS has been prepared in accordance with the requirements of the DMPO and CLG guidance on information requirements and validation (March 2010)

National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. At the heart of the NPPF is a presumption in favour of sustainable development. Full weight must be applied to it's policy and this must be recognised as a major positive change of the applications consideration. NPPF states:

"Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages.
- moving from a net loss of bio-diversity to achieving net gains for nature.
- replacing poor design with better design.
- improving the conditions in which people live, work, travel and take leisure.
- widening the choice of high quality homes.

Urban design is the art of making places for people. It concerns the connections between, movement and urban form, the natural and the built fabric, and processes for ensuring successful new development. Good design can help to achieve memorable places with their own distinct character that contain streets and public areas that are safe, accessible, pleasant to use and human in scale. Successful design is dependent upon achieving an appropriate relationship between development objectives, development form and a positive response to local conditions.

The existing structure, grain, appearance, density, scale and landscape context of an area reflects its history, function and connections with adjoining areas. Often, existing built form and details can help contribute to the distinct

quality of a place. The design team firmly believe that these factors can be successfully interpreted in new development responses without inhibiting the use of new materials, technology, or the needs of future occupants.

Development at the Victoria Road West, Hebburn site will have a tangible character that responds to the site's immediate context and local distinctiveness. This will be achieved through:

- The use of a variety of building typologies, incorporating a range of dwelling options arranged into interesting and attractive groups;
- The alignment of roads and the pedestrian/cycle network ensuring connection to important routes;
- The location and treatment of various areas of open space and the ability to integrate existing areas of mature landscaping.

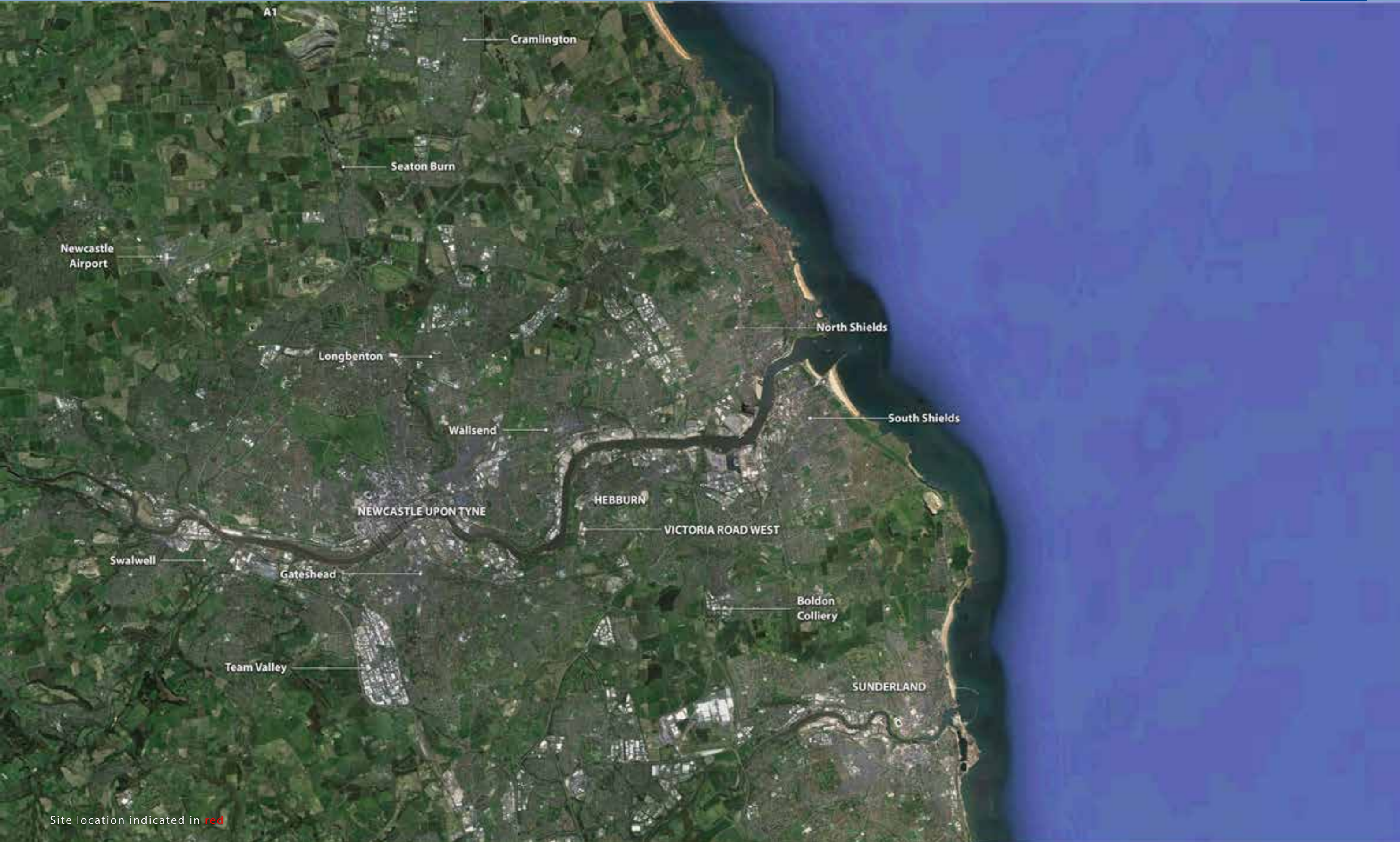
Report Structure

In line with good practice contained within various recent Government publications, this Design Statement is arranged into key sections as set out below. Each section is designed so as to touch upon or specifically address several key criteria outlined in the CABE document 'Design Statements – How to Write, Read and Use Them'.

- Introduction and Location Plan- (Section 1.0)
- Site Character and Surrounding Area - (Section 2.0)
- Planning - (Section 3.0)
- Topographical Survey - (Section 4.0)
- Constraints and Opportunities - (Section 5.0)
- Concept Plan - (Section 6.0)
- Site Plan - (Section 7.0)
- Appearance and Character Areas - (Section 8.0)
- Access Statement - (Section 9.0)
- Landscaping - (Section 10.0)
- Scale and Massing - (Section 11.0)
- Sustainability - (Section 12.0)
- Conclusion - (Section 13.0)

Although the main body of this statement is arranged, for ease of use, into the above-mentioned sections, many topics and issues are highly interrelated and as a result are sometimes referred to in other sections of the document.

INTRODUCTION AND LOCATION PLAN



Site location indicated in red

SITE CHARACTER AND SURROUNDING AREA

Site Location

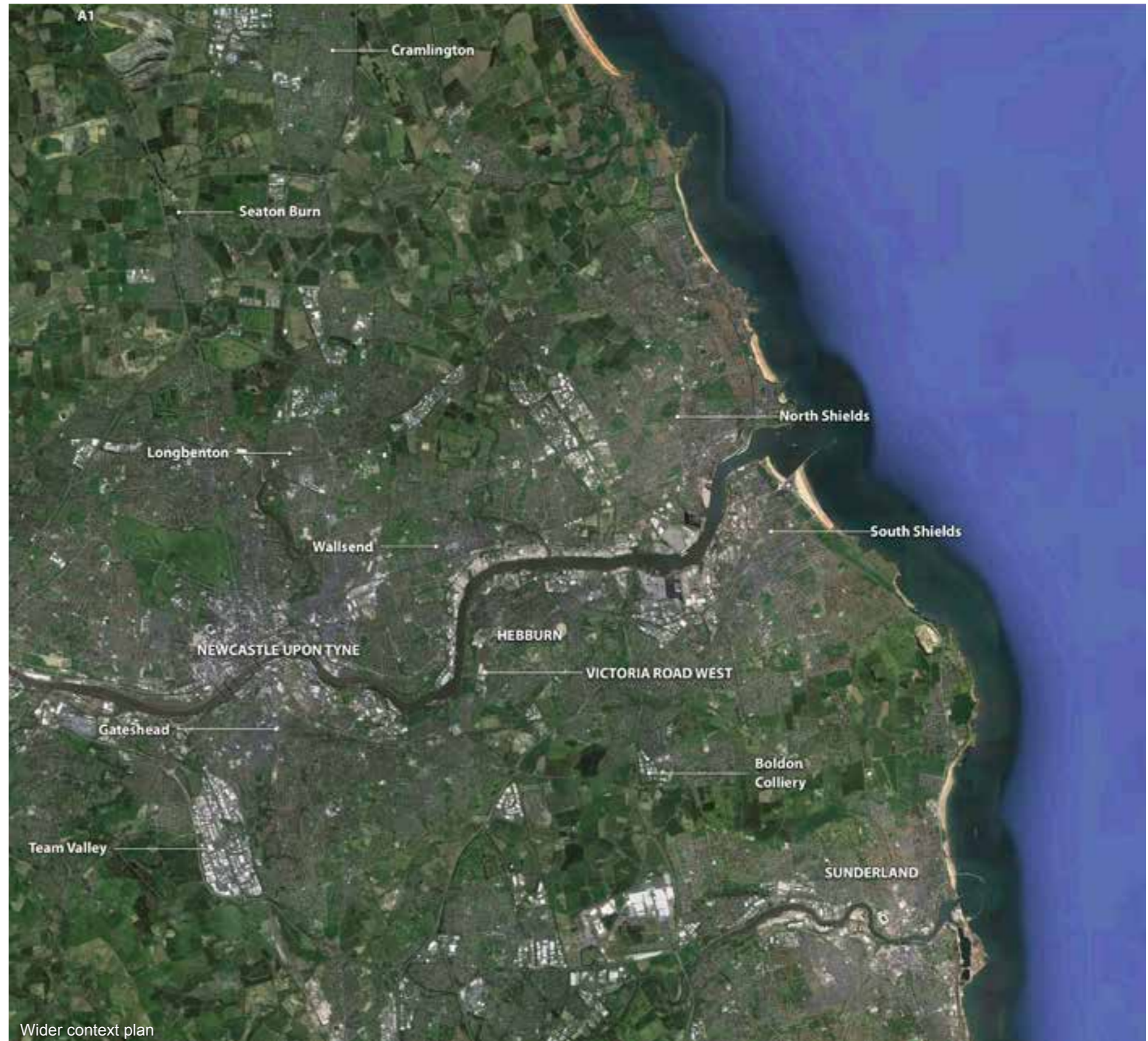
Hebburn is a small town located on the south bank of the River Tyne in North East England. It is situated between the towns of Jarrow and Gateshead and within the commuter belt of the cities of Newcastle upon Tyne and Sunderland.

The development site is located on the western edge of Hebburn, separated from existing housing to the north and eastern perimeter by a corridor of dense vegetation, which will reduce the impact of any built development on the site. The western edge of the site overlooks Riverside park as well as the River Tyne.

The town of Hebburn is located next to the A184 providing good access to vehicular and bus links to Newcastle upon Tyne and Gateshead. Victoria Road West is the main route through Hebburn allowing direct access to the development site with close links to the Tyne and Wear Metro with the site being only a short distance away from the Hebburn Metro station connecting residents to the wider Tyne and Wear area.

The topography of the site is relatively flat with a gentle rise from a low point of around 43.2m along the north western site edge to a high point along the eastern boundary of 46m where earthwork bunds have been formed as a result of previous development on site. This formerly occupied brownfield site therefore has exceptional development potential in this area.

The Victoria Road West development site comprises of approximately 10.24 hectares of land. The site is ideally located between adjacent residential development, both to the east and north. It is envisaged that this will enhance the architectural quality of the immediate area by replacing disused industrial land with much needed family housing.



Wider context plan

SITE CHARACTER AND SURROUNDING AREA

Site History

Historically part of County Durham, Hebburn was known for its coal mining and shipbuilding. Coal was mined as early as the seventeenth century, with three pits being operated at Hebburn. Shipbuilding started later around the mid 19th century and became one of the biggest employers locally through the late 19th and early 20th centuries.

The wider area surrounding Hebburn along the River Tyne has significant historical interest, particularly noted for Roman settlements at Arbeia south of the river and Segedunum and Hadrian's Wall to the north as well as important Anglo-Saxon sites within neighbouring Jarrow. Localised to the development site however, there is limited historical significance before the advent of the Industrial Revolution, with the area remaining predominately rural throughout the middle ages.

By the 19th century, Hebburn had become a prominent industrial town with industries attracting workers and causing steady growth. The proposed development site on Victoria Road West had been occupied by industrial units for around 80 years until recent years when the site was cleared for redevelopment. In 1970 the Clothier Laboratory was launched on the development site with a vast and architecturally prominent testing centre built.

Typical of many industrial towns in the North East of England, Hebburn's industries went into decline in the late 20th century with the town becoming a dormitory town for workers of surrounding areas.

In 2013 with a deteriorating condition of facilities on site, it was agreed that the facility would be demolished and the land cleared and sold for other purposes with the removal of the iconic testing centre. The land has since been disused.



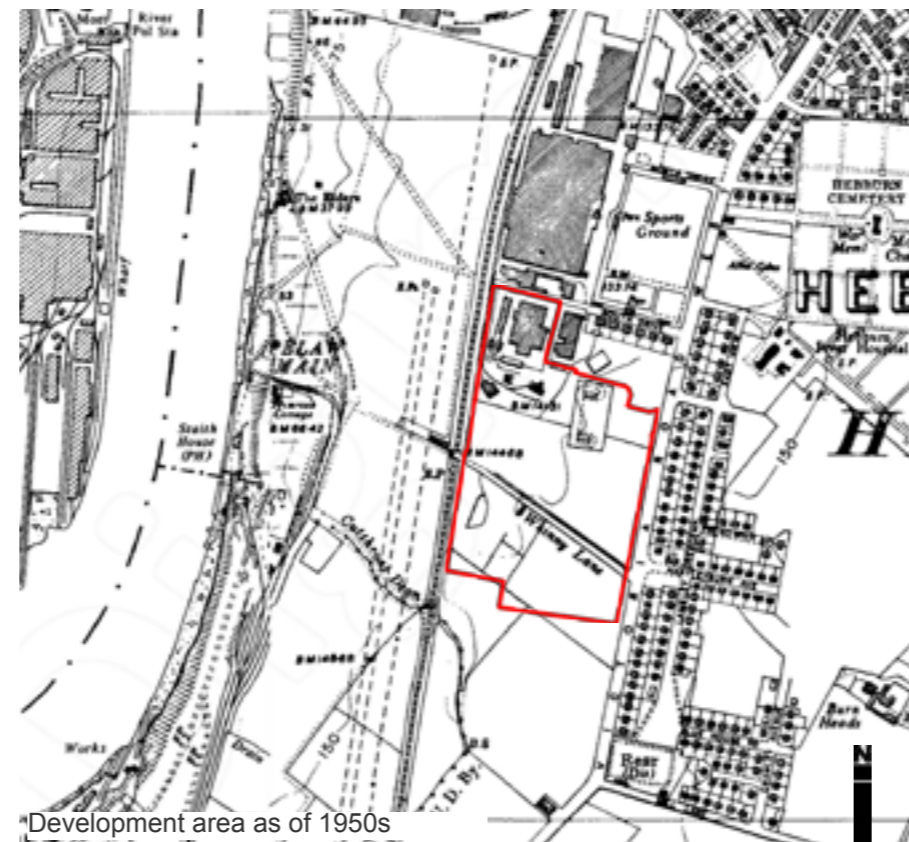
Iconic Clothier Lab testing tower prior to demoliton in 2013



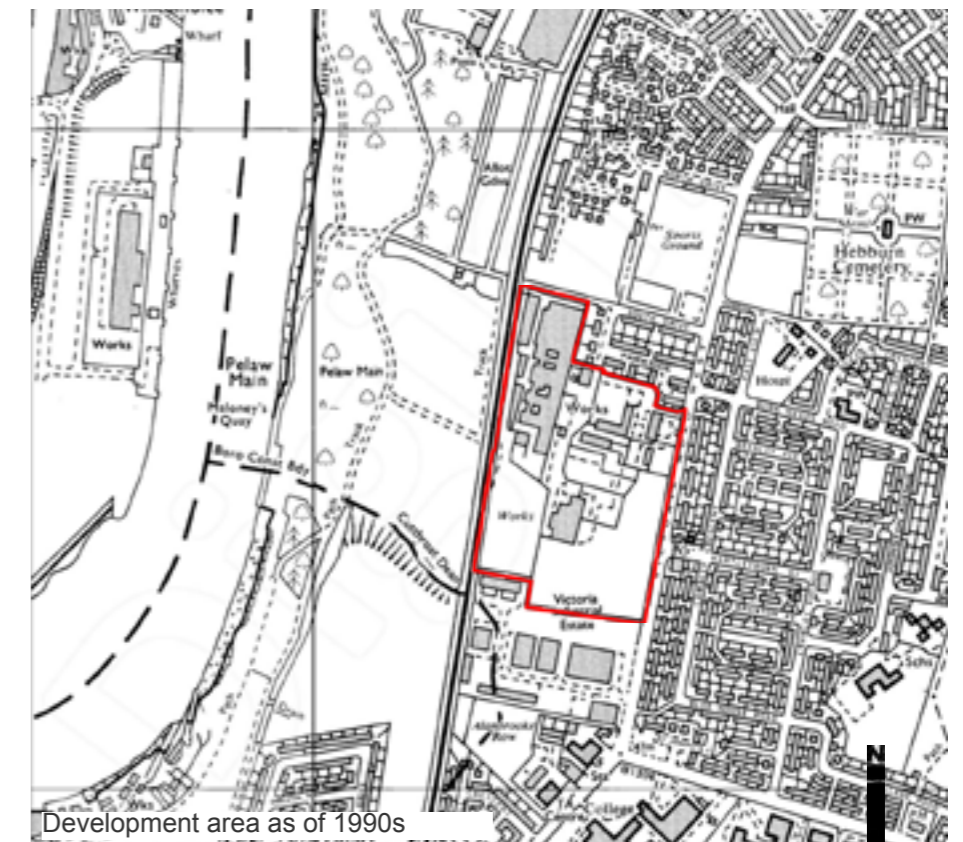
Development area as of 1890s



Development area as of 1920s



Development area as of 1950s



Development area as of 1990s

SITE CHARACTER AND SURROUNDING AREA

Development Site

The Victoria Road West site is currently not in use. It was most recently home to a Siemens Testing Facility with the iconic Clothier Laboratory, which was demolished in 2013 following a decline in output and the deterioration of on site facilities. It was agreed that the facility which had dominated the Hebburn townscape for more than 40 years was to be demolished and the land sold for residential development.

The site is currently served by good existing infrastructure including main access roads along Victoria Road West providing easy links into Hebburn town centre and the wider area.

The proposed development is also served by adjacent bus stops providing connections to the local and wider area from the eastern boundary of the site as well as being within walking distance of the town centre and its Metro station.

The position of the site allows the opportunity to create a contextual development which will enhance the built character of the local area, with the impact softened on adjacent development by the integration of landscape buffers and an ecological corridor along the site perimeter.



Existing vegetation along western site boundary to be largely retained.



View over development site from Victoria Road West

SITE CHARACTER AND SURROUNDING AREA



North eastern site edge and existing vehicular entry point



View over the disused site in its current condition

SITE CHARACTER AND SURROUNDING AREA

Local Context

Hebburn has seen rapid development in recent years with a diverse architectural language emerging. South Tyneside Council are in the process of regenerating the town centre as well as enhancing the Hebburn New Town development area and moving forward with the provision of modern family housing.

The town centre of Hebburn has a mixed historical and modern character reflecting its industrial heritage contrasting with a 'New Town' built in the late 20th century reflecting the Modernist architectural language of this period including the development of a number of high rise blocks of flats. Subsequent redevelopment has seen the removal of much of this with the town centre now reflecting a much more contemporary architectural character with the recent development of new community health and leisure facilities including the RIBA National Award 2016 winning Hebburn Central complex.

The local area of Hebburn is characterised by green streets and open spaces, with a contrasting range of built styles. The design team have taken this into careful consideration when producing layout proposals for the scheme at Victoria Road West.



Mixed architectural character to the town



Modern housing developments along northern site edge

SITE CHARACTER AND SURROUNDING AREA



Historic view along Victoria Road West of modernist high rise re-developments in the 1970s.



Subsequent demolition in recent years as part of local regeneration plan



Ongoing improvements of town centre shopping precinct



Contemporary Hebburn Central development as part of town centre regeneration.

SITE CHARACTER AND SURROUNDING AREA



Local shops along Station Road



Town Square, Fountain Park



The Glen Primary Care Centre

Local Amenities

The Victoria Road West site is well served by local amenities. Hebburn town centre is situated comfortably within walking distance, approximately 1km north east from the proposed development site with existing footpath connections.

The developing town centre provides access to a number of pubs, restaurants, shops and community facilities including churches, sports facilities and a pool and gym at Hebburn Central. A number of shops, pubs and restaurants and a large supermarket serving the local area are available within close proximity to the development site.

Hebburn is also characteristic for its numerous open green spaces, many of which are in close proximity to the Victoria Road West site, including Riverside Park to the west of the development site and Fountain Park in the town centre.

The wider town of Hebburn is also connected directly by bus links with good pedestrian access along the various routes into the town centre. Regular bus services to Newcastle upon Tyne and other local areas are also available from Hebburn. Also, the Tyne and Wear metro gives the town excellent transport links into the wider area, ideal for commuters into Newcastle and Sunderland. The Tyne and Wear Metro system also provides access for national and international links with frequent connections to Newcastle Central Station and Newcastle International Airport.

Additionally, the local area is served by a number of schools and child care facilities, including: Nursery Time, Toner Avenue Primary School, and St Joseph's Catholic Academy & Sixth Form College, amongst others, all with

0.5 to 1km of the development site, with further schools in the local area.

The Glen Primary Care medical centre serves the local community in the town centre though major regional hospitals and 24 hour accident and emergency services are available nearby at South Tyneside, Gateshead or Newcastle Hospitals as well as number of other smaller healthcare facilities in the wider area.

Hebburn and its town centre are currently undergoing significant regeneration improving the housing provision and amenities in the local area and it is envisaged that this development will form a positive contribution to this.

SITE CHARACTER AND SURROUNDING AREA



Local amenities diagram

Translating Design Requirements

As highlighted throughout this design and access statement, and the planning application package, development proposals for the Victoria Road West site should aim to realise the creation of a totally new residential environment that will enhance the profile of the local area by providing a high-quality scheme congruent with the aspirations of Miller Homes.

The Design and Client team fully acknowledge that the success of any proposed scheme can be achieved through an appreciation and ultimate delivery of the following key elements:

Mix and Density:

The 10.24 ha gross development platform includes proposals for 334 dwellings creating medium density scheme with an overall development per hectare of 33 to satisfy local housing demand and ensure a viable residential development.

Context and Character:

Dwellings will be carefully considered within the local context to create a scheme which is sensitive to the local area, whilst being bold and creative. A mix of brick types and partial render elevation treatments will create contrasting and diverse streetscapes which will serve to enhance the architectural quality of the local built environment.

Sustainability:

All dwellings within the development will conform to building regulation standards with a preferred 'fabric first' approach to thermal performance. This approach aligns with current building regulations strategy of ensuring that the dwelling is inherently sustainable and relies less on applied technologies which may be prone to failure.

Landscape Context:

Proposals will be carefully designed to integrate with the existing landscape features found on, and close to, the site. The development will seek to embrace and enhance important tree positions and ecological value areas along the site boundaries as a key feature of the design.

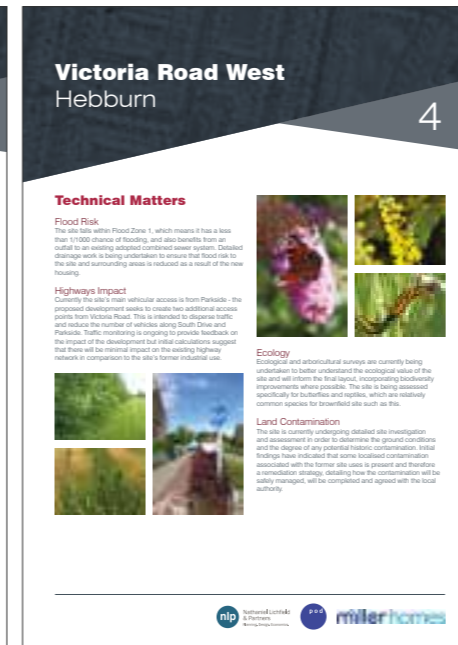
The scheme works within site constraints to allow for key areas of open space to provide a 'landscape dominant' impression to development, complimenting the overall green quality of the Hebburn locality.

Layout and Connectivity:

From two central primary roads accessed from Victoria Road West and running through the core of the scheme, a legible and hierarchical network of roads will provide access to a series of coherent secondary routes and shared surface streets.

Generally, following advice contained within 'Manual for Streets', the layout, grain and structure of the development should give priority to the public realm and to the pedestrian environment.

The client team acknowledge that the use of first principle 'homezones' and other ways of creating flexible roadscapes will be welcomed. Route design will be tempered against Local Authority guidance, ensuring routes are designed to adoptable standards and meet current requirements without providing a purely highways oriented scheme at the expense of quality spaces.



Consultation Boards from the public consultation event

Car Parking:

Parking provision will follow local authority guidance, with a preferred on-plot solution not exceeding two spaces per dwelling. An substantial allowance for visitor parking has been provided at a 1:3 ration with the number of proposed dwellings.

Consultation:

Local residents have been formally consulted during the development process. Specifically, a public consultation event was held in July 2016 to establish a dialogue with the local community.

Public responses were taken and analysed as part of the consultation process and views taken into consideration in the subsequent development stages resulting in key amends to design proposals. The project team understand that they would be expected to continue this process of engagement with the local community during the design, development and construction process.

Along with the submission of this application, it is proposed that a leaflet drop informing local residents of scheme proposals will be delivered following submission. Information will be provided regarding the scheme and details as well as information to allow residents to provide comments directly to the client and design team.

Guidance Publications

The project team recognise that current national and regional planning policy have approved a range of key standards and benchmarks that must be met in the design and delivery of all residential projects.

Miller Homes and their consultant team are familiar with all of these publications and use them in the delivery of their day to day business and workload. They have been consistently referred to in the collation of the DAS and the outline planning application package. Key documents are described below:

By Design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000)

By Design – Better Places to Live : A Guide to PPG3 (DETR/CABE 2000)

Manual For Streets; Communities and Local Government/DoT/Welsh Assembly Government, 2007

Car Parking – What Works Where; English Partnerships, 2006

BFL12: The sign of a good place to live; CABE 2012

The Urban Design Compendium; Llewelyn-Davies, English Partnerships, Housing Corporation, 2000

The Urban Design Compendium 2 – Delivering Quality Places; Roger Evans Associates, English Partnerships, Housing Corporation, 2000

Safer Places – The Planning System and Crime Prevention (ODPM 2004)

Planning and Access for Disabled People : Good Practice Guide (ODPM 2003)

Design and Access Statements : How to Write, Read and Use Them (CABE 2006)

Sustainable Urban Extensions - Planned Through Design; Princes Foundation, English Partnerships, CPRE, DETR, 2000

Design of Public Space: CABE

Sustainable Communities: Quality with Quality: RIBA: 2004

HCA Quality Reviewer: HCA



Car parking - What Works Where



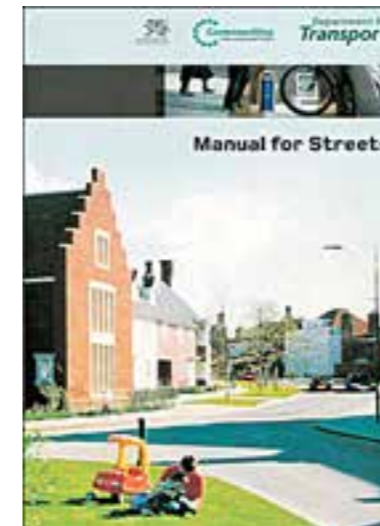
By Design



Better Places to Live



Urban Design Compendium 2



Manual for Streets



Building for Life 2012



Safer Places



Design and Quality Standards



National Planning Policy Framework

Consideration must be given to the relevant planning policy both at a national and local level. For the Victoria Road West development site, it is appropriate to consider the national Planning Policy Framework (NPPF, 2012) and the saved policies of the South Tyneside Council Local Plan. Key points are highlighted below.

NATIONAL POLICY

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Section 7 (Requiring good design) of the NPPF at paragraph 56 and 57 states:

“

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

”

Paragraph 64 states:

“

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

”

Section 8 (Promoting healthy communities) of the NPPF at paragraph 69 states:

“ *The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:*

opportunities for meetings between members of the community who might not otherwise come into contact with each other, including mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and

safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

”



In addition to the development plan, paragraph 58 of the NPPF states that development proposals should:

- Function well and add to the overall quality of the area, over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of a site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- Create safe and accessible environments; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

Beyond aesthetic considerations, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

LOCAL PLANNING POLICY

South Tyneside LDF Core Strategy (2007)

The South Tyneside Core Strategy (STCS) allocates the site as an economic development site under policy E1 (Delivering Economic Growth and Prosperity).

Other Core Strategy policies of relevance to the determination of this planning application include:

- Policy ST1: Spatial Strategy for South Tyneside
- Policy ST2: Sustainable Urban Living
- Policy A1: Improving Accessibility
- Policy SC1: Creating Sustainable Urban Areas
- Policy SC3: Sustainable Housing Provision
- Policy SC4: Housing Needs, Mix and Affordability
- Policy EA3: Biodiversity and Geodiversity

South Tyneside LDF Development Management Policies (2011)

The South Tyneside Development Management Policies (STDMP) safeguards 'employment land allocations' for employment use, which is defined as use classes B1, B2 and B8, under policy DM2 (Safeguarding Employment Uses). The policy goes on to state the proposals for non-employment uses in these areas will only be approved where the below are demonstrated:

the employment use of the site or premises is no longer viable, by the same or any other employment user (Use Classes B1, B2 and B8); and

the site or premises would not make a significant contribution to the borough's employment land supply over the next 10-15 years in meeting RSS employment land requirements; or

the proposal provides long-term benefits that would significantly outweigh the loss of land for employment use.

Other Development Management policies of relevance to the determination of this planning application include:

Policy DM1: Management of Development:

- (A) Design
- (B) Residential Amenity
- (C, D) Landscaping and Urban Design
- (G, H) Highways and Access
- (K) Flood Risk
- (L) Air Pollution
- (M) Contamination
- (N) Legacy of Mineral Workings

Policy DM7: Biodiversity and Geodiversity

Policy DM8: Mineral Safeguarding and Management.

South Tyneside LDF Site-Specific Allocations (2012)

The Site-Specific Allocations document identifies the whole application site as a Predominantly Industrial Area. Policy SA3 also highlights smaller parts of the site as a Major Secondary Site over 2 hectares (by 2026) under part C, allocating it for mixed-use development comprising B1, B2 and B8, and as Expansion Land for Existing Businesses (by 2016) under part F, allocating it for mixed-use development comprising B1, B2 and B8.

Emerging Development Plan

The South Tyneside Local Plan is in its formative stages with consultations on Key Issues and Options in spring 2013 and Strategic Growth Scenarios in summer 2015. A consultation on the Strategic Land Review ended in July 2016 and is addressed in the section below.

The Strategic Growth Scenario consultation results show that a majority of respondents (67%) support 'Option B – homes and jobs to meet future housing and growth ambitions'. This represents a medium to high growth option, with 11.7% supporting high growth and 41.25% supporting low growth.

Other Relevant Documents

Emerging Strategic Land Review 2016 (SLR)

The application is assessed under reference H37 within the Council's Strategic Land Review. The document concludes that the former Siemens factory is a suitable development site and could accommodate approximately 300 homes or 594 jobs.

The site appraisal supporting the SLR concludes:

"Due to the site's overall likely low impacts, it is considered that it is suitable for development. However, it is noted that due to predominant residential surroundings, that residential development is likely to be more appropriate on amenity grounds. The Employment Land Review 2014 has identified that from a viability perspective the site should be released from employment use. Any impacts with ground conditions would need to be considered further."

Strategic Housing Land Availability Assessment 2013 (SHLAA)

The Council's SHLAA assesses the application site under two separate references, HB.10.004 (Former Trench UK) and HB.10.005 (Short circuit testing station), with a potential total yield of 305 dwellings.

The SHLAA concludes that both sites are suitable and achievable for residential development and concludes that they are 'developable' within 6-10 years due to the uncertainty over availability. This application is a clear indication that the site is available and as such the SHLAA does not identify any constraints to residential development at the site.

Employment Land Review 2014 Update (ELR)

The site was assessed as part of the ELR, which notes additional employment provision in this location is 'likely to be weak'. The review recommends that the site is marketed to understand the demand for employment at the site. The ELR notes that there is a 34% vacancy rate at the adjacent Victoria Road West Industrial Estate, which borders the southern boundary of the site, indicating oversupply of employment land in the local area.

TOPOGRAPHICAL SURVEY



Topographical Survey (1:2500)

CONSTRAINTS AND OPPORTUNITIES

Constraints and Opportunities

The diagram shown here demonstrates the constraints and opportunities of the proposed development site. A central driver of the scheme is to work with site constraints and translate these where possible into development opportunities.

As the diagram demonstrates, the development platform has gentle gradient with the site relatively flat, rising from the lowest point at the north-western boundary to the high point along the south-eastern boundary where earthwork bunds exist as a remnant of previous development on site.

The development site has a number of trees and associated vegetation around its perimeter which has allowed a diverse ecological quality to develop over recent years despite the industrial usage of the site. It will be necessary to remove some existing vegetation during site clearance to make the site viable for development, particularly as a result of site contamination and the proximity of some tree planting to existing hardstanding, but it is envisaged that key areas of quality tree planting will be retained as part of an ecological corridor through the development site.

The opportunity exists to increase the landscape quality of the site with the introduction of new tree planting and areas of green open space. In this way existing landscape features will be embraced and expanded upon, encouraging wildlife and biodiversity whilst also creating new green spaces which will mitigate the loss of existing habitat.

A key principle of the design is to provide a scheme with true landscape value. The opportunity exists to make use of landscape features throughout the site and create new informal areas of open space which act as a focal point and key navigation point to smaller development sections.

Development along the eastern boundary will present a public front to the scheme with two proposed access point along Victoria Road West replacing a single previous vehicle access point.

The existing road network creates a noise constraint, however this is comparable to that of existing residential properties in the area and therefore the site remains relatively unaffected by issues of road and traffic noise. Rail lines however run to the west of the site boundary and there are frequent metro services which utilise this rail line during the day. The services cease overnight and are reduced at evenings at weekends.

It has been noted that Nexus have considered options to provide a new Metro Station along this stretch of rail line though at present this is considered a long term ambition and has currently been under consideration since the 1970s.

There is also the potential of noise impact from industrial units to the south though this can be mitigated by the introduction of a wildlife corridor along this edge. The development must ensure that acceptable noise levels to both internal and external areas are achieved.

Generally, within the development itself, a 'Manual for Streets' approach will be adopted, with a softer more informal road pattern provided near to areas of open space and development boundaries.



Design Concept

The design concept for the Victoria Road West site is a considered response to site constraints and opportunities described in this document.

The form of the scheme design is intended to embrace existing development and attempt to form a positive spatial relationship with existing properties in neighbouring estates. The scheme proposals attempts to 'frame' areas of open space which inform the key 'green character' of the development. The location of key areas of open space within the development help to provide the 'landscape dominant' character of wider scheme proposals and act as wayfinders to guide movement through the scheme.



South eastern overview visual

Key Layout Principles

Primary Access to the development site will be located to the western boundary, off Victoria Road West via two access points. The position form and arrangement of the access point has been carefully considered to provide suitable entrance points allowing safe access and egress onto a busy primary road. Existing vehicle access to Parkside along the northern boundary will be restricted at the request of neighbouring residents and reduced to pedestrian only.

One of the key development opportunities of the prominent relationship with Victoria Road West and the opportunity to celebrate the scheme with a positive frontage over the street. This is critical in demonstrating the initial design intentions of the scheme and the aspiration to provide a scheme of high design quality and landscape character.

Development in this location is orientated with an outward character, creating a 'public face' to the scheme with a suitable offset distance to the eastern boundary to ensure a defined 'green edge' to scheme proposals is maintained and an ecological corridor formed. The retention of key landscape features to the eastern boundary of the development as well as along the southern edge will help retain the ecological character of the site.

Consistent with the development principles of the eastern boundary, the southern edge of the scheme has also been configured to provide an ecological corridor acting as a natural landscape buffer against existing development to the south.

Along the western boundary, the site is bordered an existing rail line and beyond that the substantial open space of Riverside Park. Consistent with wider scheme principles, it is the intention to form a substantial landscape buffer in the form trees and planting to create a defined boundary along this edge of the development to mitigate noise from passing trains. This will incorporate and enhance existing trees along this edge and form a visual and acoustic boundary to the site.

Internal to the site, access is provided to smaller development cells through a clear route hierarchy of primary and secondary and tertiary roads. It is a driver of design that these smaller development cells off the primary route have their own identity and character through careful placement of development and a careful consideration of dwelling type and material specification allied to a considered landscape strategy. The use of a landscaped verge to shared surface routes is a useful device to 'soften' the overall impression of the scheme and to ensure a clear progression of routes to a shared private drive arrangement provided to development boundaries particularly along the main frontage of Victoria Road West.

It is a key driver of scheme proposals that the development looks to promote pedestrian permeability around the site. Pedestrian routes have been well considered with the position of footpath generally flanked by dwellings with front aspect, providing good levels of pedestrian security, consistent with Secured By Design guidance. A key pedestrian link between Victoria Road West and Riverside Park will be provided with the integration of a new pedestrian access to South Drive on the northern edge of the site.

A turning head will also be provided for railway maintenance in this location.



Proposed site plan (NTS)

APPEARANCE AND CHARACTER AREAS

DESIGN CONCEPT - A CONTEXTUAL YET DISTINCTIVE APPROACH

Access to the site will be taken from Victoria Road West at the western site boundary via two new access points replacing an existing access on this boundary. This access has been designed and positioned to provide safe access and egress to the site as well as a general highways improvement to the existing approach to the site from the north and south.

Footways will be provided on both sides of the site access road and continue into the development to provide access to all proposed dwellings as well as a new pedestrian access to South Drive at the north west of the site and an existing connection to Parkside on the northern edge.

It is a key driver of scheme proposals that the development looks to increase pedestrian permeability across the site. This has been achieved with a structured footpaths and shared surface routes which provide a safe, well over looked journey throughout the site.

As the Site Analysis and Townscape sections of this DAS illustrate, it is crucial that the scheme provides a clear sense of character that is both sensitive and in keeping with the local context of Hebburn whilst embracing the contemporary regeneration of the town.

As stated, within the Site Analysis section of the DAS, it is a fundamental driver of design that the development should retain the existing landscape features of the site where possible. Internal to the development site the 'landscape dominant' approach to design is further emphasised by areas of informal open space which act as the focal points through the development site.

The primary route is designed to offer a curved sinuous route providing access to properties and also secondary and tertiary road and shared surface links. Additional information in regard to the highway design and highway improvements is contained within the Access Statement of this DAS.

It is proposed that excess ground water will be attenuated and stored within the site, in order to limit the discharge to the existing watercourse to current rates by storing excess runoff on site in suitable sustainable drainage systems (SuDS).

To fully explain the design of the scheme and how dwelling formation and design interacts with the landscape, an urban design analysis of the site has been initiated.

Spatial Syntax methodology considers the masterplan as a series of journeys. The journey is interpreted as a sequence of spaces, where architecture and landscape, work together to create an attractive, interesting and unique experience for residents and visitors alike.

Gordon Cullen (1914-1994) believed that if designers could describe a journey through the proposed masterplan, they would necessarily engage with the three dimensional opportunities and challenges offered by the plan.

The Spatial Syntax diagram opposite is divided into a number of key indicator categories which serve to augment and assist in navigation and enjoyment through the development.



North western overview of proposed development

APPEARANCE AND CHARACTER AREAS

Spatial Syntax

This Spatial Syntax diagram is divided into a number of key indicator categories which serve to augment and assist in navigation and enjoyment through the development. These categories include:

Vistas and View Corridors

The distance views are termed 'Vistas' or 'View corridors'. The culmination of this long distance view is a significant building.

Corner Turner Unit

As the eye is drawn into a view corridor, a road bends round to create visual interest, in this case 'corner-turning units' will be buildings which have a plan form that carries the eye around the corner.

Significant Buildings

Along main vistas, significant frontages or streetscapes will be created that are arranged to create an overall architectural composition.

Entry Points

Entry points will be celebrated by groupings of significant buildings.

Vista Stops

Vista stops contain views at the end of the view

Gateway Buildings

Gateway buildings will create legibility and help residents and visitors alike to understand the change in character of the hierarchy of routes, from the primary, secondary to the more informal tertiary road framework.



APPEARANCE AND CHARACTER AREAS



Area 1: Southern Site Entrance

This area gives the first impression of the development from the south where vehicular and pedestrian traffic from Victoria Road West will gain access to the primary route running through the core of the proposed development.

In this area, it is important that the development provides a strong entrance statement in addition to portraying a clear indication of wider scheme values. This has been achieved through the creation of a strong front aspect over Victoria Road West and the use of corner turner units to form a gateway into the scheme.

As described, the arrangement of dwellings in this location helps to suitably 'frame' the access point with dwellings presenting an outward aspect accessed by footpaths to the front with parking arrangements to the rear, maintaining a landscape dominant feel at the site entrance.



APPEARANCE AND CHARACTER AREAS



Area 2: Northern Site Entrance

Similar to area 1, this location will form a key access point to the scheme, with dwellings oriented with positive frontage over this space to form a gateway to the scheme.

Additionally, a substantial area of high quality tree planting and vegetation will be retained and managed as part of scheme proposals to inform the landscape dominant character of the scheme and retain ecological quality and biodiversity through the site.

The retention of green edge along the eastern boundary will allow the formation of an ecological corridor which will run along the western, eastern and southern boundaries of the development site.





Area 3: Public Open Space at Site Core

This central open space is one of the key landscaped areas within the development and critical to the success of the wider scheme, creating as it does a clear and identifiable focal point.

Located at the heart of the proposed development, this central space helps to present the 'landscape dominant' character of the scheme. Dwellings in this area will have aspect over this space following principles of secure by design.

It is envisaged as part of the overall landscape strategy that this area will form a village green aspect of development, forming an informal open space at the core of the neighbourhood and acting as a landmark node and wayfinding point through the core of the scheme.





Area 4: Southern Boundary Ecological Corridor

Extensive areas of tree planting and vegetation will be retained as part of proposals along the southern edge. This will serve to retain the ecological value of the site whilst acting as a pleasant open space to offset density of development in this location of the development site with use of apartment blocks in this area.

This retained area of vegetation will connect with others around the site by use of the ecological corridor which will run around the site perimeter, promoting biodiversity and informing the landscape dominant feel of the site.



APPEARANCE AND CHARACTER AREAS



Area 5: Western Boundary

The western boundary of the development site is defined by a busy railway line used frequently during the day by passing Metro carriages. To mitigate the noise constraint formed by this, it is proposed that existing tree planting will be retained and enhanced with new planting added to form a landscape buffer.

In addition a twenty meter buffer against the railway line has been considered during design development to ensure dwellings have a substantial offset from the railway line.





Area 6: Home-Zones

Key to the overall success of the scheme proposals will be the delivery of distinctive pockets of development in the form of Home-zones and shared private drives. These housing clusters will be more informal and oriented around areas of open space with shared surface streets allied with complimentary landscaping.

This will create distinctive and varied cells within the development, creating diversity of architectural character and variety within the scheme as well as acting as way finding points encouraging visual interest along routes through the site.





Area 8: Northern Edge along South Drive

The northern edge of the site forms a distinctive relationship with South Drive. This location has formerly been utilised as informal parking but restrictions prevent its usage for vehicle access for existing residents. Following the recent consultation event it has been determined that front aspect over the street is undesirable and would cause issues with parking along this route which is important for maintenance access to the adjacent railway line.

To prevent this, dwellings will have rear aspect though an attractive boundary treatment along this edge will ensure an improvement to the character along south drive and the inclusion of a vehicle turning head and pedestrian access will maintain good access along this route.



APPEARANCE AND CHARACTER AREAS



Access Statement

The scheme design for the Victoria Road West development project directly addresses the aims and aspirations of both planning policy and specific site requirements.

It is the intention of the following section of this document to demonstrate and explain in detail, all aspects of vehicular and pedestrian movement.

Objectives

- To establish a connected and legible network of street types accommodating all modes of transport, dispersing traffic flows and creating an attractive and safe pedestrian environment.
- To provide a high quality public realm that prioritises the social and environmental needs of residents and is not dominated by traffic movement or parking.

Wider Highway Strategy

The main access points into the development are proposed from the eastern site boundary on Victoria Road West as part of a well considered strategy of highway improvements. Pedestrian access will also be provided in these locations, linking to the existing footpaths in the wider locality as well as a number of other points improving permeability around the site.

This main access points into the development site will provide vehicular access to all dwellings on site via a series of primary and secondary routes.

Further detail in regard to both the access point and highway improvements are contained within the Transport Assessment which forms part of the planning application package submitted alongside this DAS.

Inclusive Design

Inclusive design is a way of designing environments so that they are usable and appealing to everyone regardless of age, ability, or circumstance. This environment has been fostered through the following design ideals.

- A well considered development block form.
- An access network which allows easy vehicular and pedestrian travel throughout the site.
- A safe environment with the core principles of secure by design at the heart of the scheme.
- A dwelling mix throughout all parts of the development which encourages a range of different living types.

Internal to the site, a clear route hierarchy has been established with the use of shared surface areas and shared private drives providing a more secure and pedestrian friendly highway design.

Pedestrian linkages of the scheme at the eastern and northern boundary links the development with local amenity, public transport and neighboring housing

developments.

Consistent with wider scheme principles, the development provides front or gable aspect to footpath linkages, embracing the core principles of Secured By Design.

In summary, the issue of movement both within and across the scheme has been well considered to create a pedestrian focused design layout.

Pedestrian / Cycle Movement

As described throughout this document, connectivity both within the development, and to existing networks in the area, is of great importance. Key principals of pedestrian and cycle movement are described below:

- Route design encouraging a wide range of pedestrian uses.
- The careful placement of development, aiding security and natural surveillance over key routes.
- Ensuring potential connectivity and extensions of existing pedestrian routes.



Circulation Diagram

Primary Access Route

The primary routes through the site are 5.5m wide with 2m footpaths either side. The curved profile of the road marked with a route of focal points prevents straight runs of carriageway which can leave an uninteresting streetscene. These form the main routes through the development site and will also assist in slowing vehicular speed without resorting to formal speed attenuation measures, whilst adhering to forward visibility guidance. Raised tables with differing surface finish at key junctions along the primary route will slow traffic and improve pedestrian safety along this route.

Secondary Streets

Secondary streets are 4.8m carriageways with 2m footpaths and are accessed off the main primary route. The key aim of secondary streets within the proposed development is to disperse residential traffic throughout the scheme providing access to smaller development cells.

Tertiary Shared Surface Streets

The proposed scheme design adopts the use of smaller shared surface streets to serve smaller pockets of development. These areas, as described, embrace the principles of 'home-zoning'.

The principles of home-zoning with which the development team are in agreement are described below:

- Shared pedestrian and vehicular space created by an even, single surface across the full width of the street and the use of a uniform surface material.
- Deliberate restraint on traffic movement, putting pedestrians first, cars second, through the use of a meandering vehicle path and restricted sight lines.
- Streets and spaces to be enclosed and overlooked by buildings with windows, providing passive surveillance
- Street trees and landscaping to enhance the quality of the public realm
- Small areas of on-street parking along; and an emphasis on a comfortable and human scale residential environment.

Streets with shared surfaces are 4.8m in width with service verges upto 2m. These are used to provide a more informal roadscape.

Private Shared Surface

As part of 'home-zoning' principles, some small housing clusters of no more than five units, are served by a private shared surface access. These routes take direct dwelling access away the primary route and create a softer and more informal relationship between neighbouring dwellings.



Parking and Refuse Collection Diagram

Car Parking

Parking provision follows local authority guidance in accordance with the County Council's Planning Guidance on Transportation Assessments. The parking strategy for the development, places an emphasis on on-plot parking with a maximum of two drive or bay parking spaces per dwelling.

In general terms 2-bedroom properties have one parking space and 3-bedroom, 4-bedroom and 5-bedroom units typically have two spaces. This excludes integrated and detached garage parking.

In addition, visitor parking allocation has been provided on a 1:3 ratio with the number of dwellings, dispersed rationally on adopted routes across the scheme as well as on visible locations within shared private drives and parking courts.

Bin Storage

Bin storage for the development is designed on an individual property basis, with designated space for 3 separate bins provided within each plot with access to an adopted highway for collection.

In the case of shared private drives off the adopted highway, bin storage collection areas have been allocated.



ACCESS STATEMENT



Landscape Plan

It is proposed that the landscape strategy for the site should deliver a high quality living environment that does not compromise the surrounding area.

The strategy for the site, developed by AJT Landscape Architects & Environmental Consultants is driven to a great extent by the existing conditions in and around the site boundary.

The character of the landscape within and immediately surrounding the site is influenced by the pattern and combination of past and present elements and forms part of the extensive area of urban and industrial development of the conurbation of South Tyneside. Areas of poor environmental quality remain as a legacy of its industrial past.

The proposals for the site have been well considered following good design practices and application of the guidelines where applicable to ensure the provision of an attractive, safe, secure, functional and well planned residential development. This includes the protection where appropriate of existing tree and vegetation cover, along with the introduction of new native species using plants of local provenance and ecologically biased planting. Future maintenance liabilities of the landscape will be minimised by careful plant species selection, location and sustainable working methods.

The integration of the proposals within the wider landscape has been integral to the design philosophy of the development proposals. The buffer between the development edge and the adjacent areas and the set back of the residential edge from the boundaries of the site, are further illustrations of this.

The proposals incorporate a significant amount of new tree and hedgerow planting to the boundaries, within the central open space, along streets and within small incidental amenity spaces. This will provide a strong vegetated structure to the development and an important positive contribution to the urban greening and visual amenity.

Protection of the existing trees to be retained will be required during the construction works in accordance with best practice and to BS5837: 2012, 'Trees in Relation to Design, Demolition and Construction - Recommendations'. Appropriate protective barriers, any other relevant physical protection measures including ground protection and construction exclusion zones to protect the root protection areas, will be provided to avoid physical damage to trees and root plates during construction.

The development at the former Siemens site aims to create an environmentally and socially sustainable residential community of vibrant diversity, set within a high quality landscape and environment. The proposed ecologically biased landscape design is aimed at providing a suitable environment to encourage indigenous species of flora and fauna whilst offering a valuable ecological amenity and resource. It aspires to be a living and leisure environment for residents where each complementary element adds richness and value to the other. The development is intended to work as part of the existing community of Hebburn, whilst at the same time assist in the regeneration of this site.

Within the site a hierarchy of spaces and street treatments is proposed which will help to create a varied range of zones with larger spaces providing for social interaction and informal leisure activities to smaller spaces with a more intimate feel. Palettes of materials, both hard and soft, will be consistent

throughout, differing slightly on occasion to help to define or demarcate the different zones or gateways to these areas.

Planting will form four strands to the proposed development and will include perimeter structure planting, internal boundary planting, roadside planting and within the housing. However, the treatment of the four strands of planting spaces should read as one, with the external design flowing through and into the site and within the central open space design. The choice of materials, textures, colour and spatial proportions and quality will complement both the external and internal environment of the development.

The landscape design for the site will be built on the principles of sustainability and not only in terms of using sustainable and environmentally friendly materials but also in terms of creating a low maintenance landscape that suits its environment and requires few inputs in terms of materials or manpower to retain its quality over time. Hard landscaping elements will also be selected for their durability and ease of maintenance.

The Key objectives of the Landscape Strategy are:

- Creation of an appropriate and attractive setting for the development.
- Provision of a good living environment.
- Integration of the development within the surrounding landscape.
- Conserve and enhance existing wildlife links and habitats.
- Creative use of soft landscaping treatments to provide interest and functionality, helping to emphasise the status and difference between the streets and open spaces within the site.
- Introduction of new planting which will be appropriate to the locality and of the maximum benefit for wildlife.
- Species used will be quick to establish and require a low-maintenance regime.
- Integration of habitat types highlighted in the Durham Biodiversity Action Plan where appropriate.
- Provision of areas for informal leisure and social interaction within the development.
- Provision of suitable and appropriate boundary treatments.
- Introduction of sustainable urban drainage such as rain gardens and swales to attenuate water and provide wildlife habitats.

The structural landscaping is intended to provide the framework of the development, contributing to the wider environment and together form the setting for the more focused landscape treatment within the site. Fundamental to the design approach is the appearance of the proposed development from key viewpoints and from the adjacent residential dwellings. It is considered that the setting of the landscape to the proposed development, in conjunction with strategically placed tree groups and associated planting to the boundary of the site will screen and filter views and provide a development which will protect the appearance and visual amenity of the adjacent residential dwellings and surrounding area.

All plant material will be of a size and standard no less than the minimum set out in the National Plant Specification for relevant categories and species. Where native tree and shrub species are proposed, a nursery will be preferred if it can supply species with a proven local provenance.

In general terms, there is a presumption against the use of closely mown grass outside the boundaries of residential plots. In all other green spaces,



Boulevard creation through tree planting



Biodiversity through habitat retention



SUDS rain garden attenuating excess surface water

the design philosophy is that wherever practicable, wildflower seed mixes will be used to establish grassland habitat, 'eco-value' areas and support wildlife linkage. Short grass flowering lawn areas will be used in the central open space and other amenity areas for relaxing and informal play and will be full of jewel-like wildflowers and bulbs for earlier in the year. Where close mown grass is proposed, care will be taken to ensure that it is the most suitable surface treatment and that the maintenance commitment is minimised. Consideration will be given to the value of infrequently mown grassed areas, which are an effective and economical means of transition between the formal and informal characters at the site.

The central open space is the heart of the scheme and acts as a hub between the living and informal open space facilities of the site and is concentrated to the centre of the site and will perform a series of strategic urban design objectives for the development as follows:

- Create a sense of place and frame views.
- Provide a gateway and axis from which each housing cluster stems and provides a transition in scale and formality between the principal access road and streets and the informal and more natural organic form and character of the clusters of residential buildings.
- Use a similar palette of materials to integrate with the overall design ethos of the site and form a softer edge to the living areas and central open space.
- Arrange buildings to partially enclose the external space to create good quality public realm and natural surveillance.
- Provide a range of spaces for active and quiet enjoyment and leisure and promote community interaction, ownership and opportunities for social interchange and development creating diversity among shared spaces.

Plant Stock

In order to ensure that healthy, vigorous growth is achieved in newly planted trees and shrubs, the outline specification below will be followed:

- All planting stock supplied will be in accordance with BS3936 and will be the best quality.
- All planting and seed stock will be from a reputable nursery/supplier.
- All plant material will be healthy, vigorous and sound nursery stock with well formed, fibrous root systems and well-formed heads.
- Plant material is to be free from pest and diseases, undamaged and rootballs are to be free from weeds, prior to planting.
- Where native tree and shrub species are proposed, a nursery will be preferred if it can supply species with a proven local provenance.



Landscape strategy plan

Scale and Massing Objectives

- The scheme proposals for the Victoria Road West site should enhance the built environment of the surrounding area but be sympathetic to the visual amenity of dwellings in the local context.
- 'Gateway' features and distinctive buildings should provide visual drama in key locations that assist with way finding.

Dwelling Type

The Victoria Road West site will provide a range of dwelling types and sizes to suit a broad range of prospective residents with an allocation of units for affordable housing.

Dwelling sizes range from two to five bedroom as terraced, semi detached and detached houses as well as apartment blocks, and have been dispersed evenly across the site to allow a cohesive mix of residents across the scheme from small to large families.



Density Diagram

The overall gross density of the scheme is up to 33 dph. Although low-density as a design approach, a variance of density patterns still exist.

The development has higher density groupings to the southern edge of the development where built form is offset with substantial areas of retained landscaping and an ecological corridor. Lower density development is generally provided around the eastern and northern edges of the scheme.

Development internal to the site has a mixed density relating to the location around primary routes and pockets of open space.



Massing Diagram

The issue of privacy and massing has been a driver of design, both in terms of protection of existing properties, as well as internal privacy and aspect.

Dwelling types vary across the scheme with a proposed mix of 2 storey and 2.5 storey houses representative of the existing scale of residential dwellings in the local area with the inclusion of a small number of 3 storey apartment blocks along the southern edge where the site shares a boundary with neighbouring industrial units.

Privacy

It is vital that the visual amenity of existing residential development is not adversely affected as part of development proposals. Dwellings at the site boundaries of the development have been carefully considered with both placement and massing configured to provide a positive spatial relationship to respond with the existing development along the northern site edge.

Internally, all dwelling conform with guideline separation distances to ensure privacy requirements are met throughout the scheme.



Housetype and Scheme Design

Housetype design has been carefully considered to ensure the scheme proposals are both sensitive to their context whilst avoiding a pastiche recreation of past styles. A bold use of form and materiality allied with complimentary landscaping will create a scheme which forms a positive addition to the local architectural character. It is the intention to create a distinct aesthetic and architecturally cohesive neighbourhood with an open aspect over communal public green spaces.

Housetype design will vary with the use of brick types and partial render elevational treatments used in key locations to provide varied and distinctive street scenes throughout the development.

Housing clusters around the scheme along will have distinctive landscaping proposals to give a diverse character throughout the scheme, with identifiable surface and boundary treatments used to form a cohesive relationship between these areas.



Indicative housetype elevations - Esk front view and Stevenson side view



Indicative visual demonstrating character of a Miller Homes scheme

SCALE AND MASSING



Indicative street scenes through development site

Sustainability Strategy

The development team have adopted a number of strategies to achieve a sustainable development at the Victoria Road West site. Miller Homes have absolute confidence in their ability to deliver a high quality, sustainable development

Basic Design Proposals

Design proposals address the most cost effective method of improving energy efficiency, reducing energy demand and reducing the long term carbon emissions of a new development through the optimisation of dwelling orientation aided by good passive solar and thermal design.

These thermal performance considerations will affect buildings throughout their entire life and whilst costing very little to implement in capital cost terms, considerable benefits are gained in terms of a reduced carbon footprint.

A key sustainable principle adopted by Miller Homes in the delivery of sustainable housing is the usage of a 'fabric first' approach. This approach places the greatest emphasis on the thermal performance of the building envelope and is less reliant upon applied renewable technologies. This ensures that thermal performance and sustainability are embedded within the fabric for the lifetime of the building.

Building Materials

The production, use and disposal of building materials accounts for significant quantities of energy and resources. The Green Guide provides a simple tool as an aid in considering the environmental implications of building materials. It applies a weighting system to calculate a summary score on a scale from A+ to E, with A+ rated specifications having the lowest overall environmental impact.

All building materials to be used will achieve a Green Guide rating of A-C, whilst evidence will be provided to confirm both basic and finishing materials meet the sustainable and responsible sourcing criteria, thus reducing the impact on the environment.

Waste

A balanced cut and fill scheme will be designed, minimising the amount of material that will be either imported or exported from the site. The design of the buildings ensure that waste is kept to minimum by ensuring that the house layouts are kept to modular brick and block sizes.



Enhancing the Local Context

Scheme proposals for the Victoria Road West site should aim to realise the creation of a totally new residential environment that will serve to enhance the profile of the local area by providing a diverse and cohesive community atmosphere.

The development will have an imaginative and creative route design, with a clear system of primary, secondary and shared surface links. For much of its length, this will be a route framed either side by attractive landscaped verges and hedgerows to encourage biodiversity.

The development will integrate with the locality by encouraging pedestrian and cycle links throughout the scheme. These links have been carefully considered as a key feature of scheme design, with all routes overlooked providing good levels of natural surveillance whilst improving permeability within and around the development site.

The layout for the scheme will embrace the existing landscape features of the development site through retention and celebration of important landscape positions of ecological value. The retention of important landscape features will be augmented by the introduction of additional tree planting, a landscape buffer along specific site edges and an integrated sustainable drainage systems promoting ecology and bio-diversity across the site. The development provides areas of open space at key locations along the primary route through the site, creating wayfinding nodes and promoting a 'landscape dominant' character.

The development will comprise of a number of distinctive residential enclaves set within an easy to navigate framework of primary and secondary routes. Generally, dwellings will be arranged into smaller development sections capitalising upon existing site opportunities. It is a driver of design that these smaller development sections have their own identity and character through careful placement of development and key areas of open space with front aspect providing good levels of natural surveillance.

The project team believe the proposed development will become a positive addition to the Hebburn area, contributing to the ongoing regeneration of the town and enhancing the community atmosphere.



CONCLUSION



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