‘Making it happen’

Gateshead residential design code

SUPPLEMENTARY PLANNING DOCUMENT
Consultation Draft
November 2014
‘Making it happen’

Gateshead Residential design code
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Chapter 1 Introduction

This section explains the purpose of the document, how to use it and it’s relationship with the Local Development Scheme.
1 INTRODUCTION

1.1 This draft Supplementary Planning Document (SPD), ‘Making it Happen’, provides a 'generic' design code for all housing sites proposing over 10 dwellings. ‘Making it happen’ will play a significant role in achieving the aims and objectives of Planning for the Future Core Strategy and Urban Core Plan for creating places, streets and spaces that meet the needs of people. The document provides developers with guidance and information on how to put their ideas and vision into practice. It includes design guidance in relation to

- movement & streets
- blocks
- built form
- scale and density
- architecture
- parking
- landscape, play, open space & biodiversity
- drainage
- waste and recycling
- utility services.

WHY A GENERIC DESIGN CODE?

1.2 Design codes offer a way for local planning authorities to ensure consistent design standards across developments. Covering matters such as street patterns and housing design a generic code seeks to provide clarity and certainty to developers about what is required from them in terms of design quality.

The advantages of design codes

- Greater design quality, character and sense of place
- Greater co-ordination of different aspects at an earlier stage (e.g. highways, landscape and architecture), which avoid changes later in the process
- Greater certainty for developers
- Potentially faster planning process.

1.3 ‘Making it happen’ provides a 'one stop shop' where developers can go to find out what their proposals will need to achieve to ensure smooth progression through the Development Management process. The SPD guidance is aimed at housing sites over 10 units and brings together various different strands of design guidance relating to different components of residential development such as sustainability, green infrastructure, architecture, layout and streets in one document.

1.4 The National Planning Policy Framework (NPPF) refers specifically to design codes as a tool to assist in delivering high quality outcomes. Paragraph 59 states that Local Planning Authorities should consider using design codes, but avoid over prescription. This document sets out a baseline standard Gateshead expects on all development sites of 10 or more residential units. Many of the principles set out are applicable to smaller development sites but it will be difficult to apply this guidance in its entirety on smaller sites as it is aimed and intended for larger scale place making.

1.5 Developers will need to use the guidance to inform more detailed proposals. On larger sites (over 250 dwellings) site specific design codes which sit alongside a detailed masterplan for a site should be developed. The Council may produce development briefs for sites which are in Council ownership and which can accommodate 10 dwellings or more.

DOCUMENT STATUS AND RELATIONSHIP WITH LOCAL DEVELOPMENT SCHEME

This document should be read in conjunction with the following

Saved UDP Policies

- DC1 Environment
- DC2 Residential Amenity
- H9 Lifetime Homes
- H10 Wheelchair Housing
- H12 Density
- H13 Local Open Space in Housing Developments
- H14 Play Areas in Housing Developments
- T1 Requirements for New Developments
- ENV44 Woodland, Trees and Hedgerows
- ENV46 The Durham Biodiversity Action Plan
- ENV47 Wildlife Habitats
- ENV48 Sites of Special Scientific Interest
- ENV49 Sites of Nature Conservation Importance
- ENV50 Local Nature Reserves
- ENV51 Wildlife Corridors
- ENV52 Creation of New Wildlife Habitats

Emerging Core Strategy Policies

- CS 3 Spatial Strategy for Neighbourhood Area
- CS 3 Spatial Strategy for Rural and Village Area
- CS10 Delivering New Homes
- CS15 Place Making
- CS17 Flood Risk and Water Management
- CS18 Green Infrastructure and the Natural Environment

Gateshead Placemaking SPD
SCOPE OF THE GENERIC CODE

1.6 For clarity and the avoidance of doubt this document does not code for every detail. However it should be noted that the draft SPD does set out the broad design parameters which all designers should frame their proposals within. It will be used as a tool to assess residential development proposals which come forward through the development management process.

1.7 This document comprises both mandatory and discretionary elements. Mandatory elements are linked to either a saved UDP Policy, Development Plan Document (DPD) policy or emerging DPD Policy. When the word ‘shall’ is used in this code, it implies compulsory action. This will only apply when there is an associated LDF DPD policy requiring this. When the word ‘may’ is used the solution should be considered.

1.8 Policy references to relevant Saved UDP or emerging DPD Policies are contained throughout the document.

USING THE CODE

1.9 The document is divided into 11 chapters and 4 sections.

Sections 1 (chapters 1, 2, 3 & 4) set out the vision and objectives for all the sites, how to sue the code and key design stages developers are expected to follow.

Section 2 (chapters 5, 6, 7, 8 & 9) provide detailed guidance in relation to landscape, movement and streets, architectural design, green infrastructure and drainage, utilities and waste.

Section 3 (chapter 10) sets out performance specifications the Council will seek to apply to new housing.

Section 4 (chapter 11) provides technical appendices in relation to highway surface materials.

The generic code should be read in conjunction with several other council documents including:

- The Gateshead Placemaking SPD
- Home Zone Design Guide for Gateshead - This document provides detailed guidance on Gateshead’s requirements for home zones.
- Waste & Recycling Guidance - The purpose of this document is to provide developers with guidance on the accommodation of waste and recycling services (external waste storage and collection) in new developments. This is to ensure that adequate provision is made for the Council to undertake its statutory duty to collect and arrange appropriate disposal/recycling of waste arising from domestic properties.
- Technical appendices

PART ONE

1 introduction
2 vision and objectives
3 design stages

PART TWO

4 understanding the landscape
5 movement and street
6 housing blocks, layout & architectural design
7 green infrastructure
8 drainage, utilities and waste

PART THREE

9 performance specifications

PART FOUR

10 Appendix A
Chapter 2 Vision

This chapter explains how the document aligns with the Council’s Community Strategy and sets out the over arching design objectives for housing sites.
VISION 2030

2.1 Vision 2030 is Gateshead’s Strategic Partnership’s Sustainable Community Strategy and provides a statement of intent to make Gateshead the best place to live, work and visit. In line with this a vision for housing has been developed in Planning for the Future One Core Strategy and Urban Core Plan (CSUCP).

VISION FOR ALL SITES

“Our evidence base highlights that a better range and choice of quality housing is needed to improve the housing offer. It is essential to plan to meet the needs of all parts of the community and to enable economic growth – the right homes in the right locations with the right facilities and services are important for attracting and retaining businesses. These needs include affordability for first time buyers or those who wish to move, for families and for our growing ageing population. We need to consider the design and layout of all new homes and the future needs of those groups who need specialist housing such as extra care homes.”

Providing a range and choice of housing - CSUCP Paragraph 10.15

2.2 Where people live has a major effect on their lives. The quality of life that individuals enjoy can be directly related to the quality of place they live in. In recent decades the process of mass housing construction has led to increasingly bland and standardised solutions. Like many other cities and towns across the UK Gateshead’s housing stock is a reflection of national trends and architectural style that dominate a period and a history of mass housing found throughout England. However in recent years Gateshead has gained a strong reputation for delivering bespoke design housing solutions and has shown a genuine desire to deliver progressive and contemporary forms of housing. Nowhere is this better reflected that at Staiths South Bank, Dunston where Hemingway Design worked alongside Taylor Wimpey to deliver a range of family housing set out around homezone streets and communal spaces. Staiths, South Bank has won numerous awards for its design but there are other schemes in Gateshead which demonstrate an innovative approach to housing.

2.3 It is within this spirit of innovation that we will encourage new housing throughout Gateshead. Bland and poorly designed housing developments will not be considered favourably. Developers should demonstrate how they have captured this spirit of innovation and quality within their proposals. ‘Making it Happen’ provides a starting point for design teams setting out fundamental design principles which need to be carried through into detailed schemes. It may not always be about innovation but delivering high quality sustainable housing will be a constant theme on all sites and should be clearly demonstrated.
KEY DESIGN OBJECTIVES FOR ALL SITES

- Create a built form and public realm that encourages people to walk and cycle to local destinations including local centres, schools and parks along attractive, safe and direct routes.

- Deliver a range of accommodation and a mix of uses that will help foster a strong sense of community.

- Embed in developments a deep sense of quality and sustainable living.

- Ensure that developments are successfully integrated with adjoining areas being both sensitive and responsive to setting, landscape character and ecology.

- Make developments easy to navigate and well connected to the surrounding area.

- Maximise the opportunity to use public transport.

- Deliver high quality public open space that is multifunctional, accessible to all, can be easily maintained and promotes community interaction.

- Ensure landscaping, including tree planting, which establishes strong landscape frameworks linking together key public space, greenways and Streets.

- Deliver a built environment of the highest quality.

- Create a high quality, truly sustainable, locally distinctive and integrated residential neighbourhoods.

- Provide a comprehensive and interconnected network of green infrastructure including green spaces of varying size, design and function, with particular emphasis on nature conservation and children's play.
Chapter 3  Design Stages

This chapter explains the different design stages that developers will be expected to follow when formulating proposals for new housing.
3 DESIGN STAGES

3.1 The diagram opposite represents the sequence in which designers should develop proposals for a site. Further guidance on the general design process is contained within Gateshead Placemaking SPD in particular chapter 3 ‘urban design and the development process’. It should be noted that underpinning this process is a need for a design team to consider the landscape setting within which any site sits. No one element of the process can be separated from landscape and it is essential that development proposals are formulated with an understanding of the landscape within which the site sits. Further guidance on key landscape issues to consider is provided below.

3.2 The design team will need to gather additional information on the context of the site. This should include matters such as open space, play, density, building heights, land use etc.

3.3 While the outline design process covers 9 stages, these should not be undertaken in isolation; the design process is iterative with the need for ongoing review and revision of earlier stages as a design progresses and evolves.

3.4 Design teams must also consider the positive characteristics of the locality; this may mean in certain circumstance not necessarily following an urban grid approach as depicted in the work stages diagram. This may involve utilising a grid and then creating more organic parcels of development and routes that connects these areas.
Stage One - Understanding Landscape Setting of a Site

The starting point for every site should be a detailed study of physical context. A site appraisal will involve the collection of qualitative and quantitative data to establish a comprehensive profile of the site and its context through a process of data collection, survey and analysis. The Gateshead Placemaking SPD sets out a comprehensive checklist for site survey.
STAGE TWO - MOVEMENT & STREETS
The design team should consider the movement framework set out in an overarching framework. This will inform the block and street structure, including street types and dimensions. Landform must be considered in relation to street layout.

STAGE THREE - BLOCKS TYPES
Information on the type of block should be gathered to establish the mix of uses to be accommodated and the basic block structure, including the block types which will be used e.g. “back to back”. Issues such as shading and where open spaces are located should be factored into decisions about block type.

STAGE FOUR - SETBACKS & BOUNDARIES
Dimensions for the building set back and boundaries should inform the location of the built form and the treatment between the street and the buildings.

STAGE FIVE - BUILT FORM
With the basic street and block design established the designer can apply the details of the built form such as the variation in the building typologies.
STAGE SIX - SCALE AND DENSITY

Closely related to stage four, building height information provides parameters within which streets should be designed. Scale will directly impact on shading, enclosure and quality of the external environment.

STAGE SEVEN - ARCHITECTURAL STYLE

Once scale and form of development has been worked out the design team can consider the architectural response considering materials and details of elevations.

STAGE EIGHT - PARKING CODES

Integrating parking within a development in a well designed way so that it is does not dominate is important. Parking needs to be considered early on in the design process as it has a significant impact on external spaces.

STAGE NINE - PUBLIC REALM

Having established the public space during the early stages, designers should detail up the public space. The relationship between built form and public space should be considered at stage 1.
Chapter 4  Understanding landscape

This chapter considers how the landscape characteristics of a site should influence residential development proposals.
4 UNDERSTANDING LANDSCAPE

4.1 Put simply, landscape character is what makes an area unique. It is defined as “a distinct, recognisable and consistent pattern of elements, be it natural (soil, landform) and/or human (for example settlement and development) in the landscape that makes one landscape different from another, rather than better or worse”. Natural England

Key questions to ask when considering landscape setting include

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

4.2 It is important to gain an understanding of any critical views that exist looking towards a site and out of a site in order to inform how development can be used to preserve and enhance views. Topography plays an important part in defining views and must also be considered. Cones of ‘vision’ may also need to be established to determine the shape of open spaces and the alignment of streets.

Views and Vistas

- What is visible from particular points within or around the site?
- Are there any notable views or landmarks?
- What buildings or structures (on or visible from the site) stand out from the background buildings

INTEGRATING LANDSCAPE

4.2 Many potential housing sites have an absence of ‘designed landscape’. Where appropriate design teams should consider how networks of informal to semi formal open spaces reflecting wider landscape character can be integrated within a development. Masterplans and detailed proposals should ensure linked spaces, provide new ones, reintegrate existing links and seek to ensure that the existing character is retained and enhanced, rather than being smothered.

Below example of how different options have been tested in the Howden Masterplan (Richard Partington Architects) to consider how the development will relate to the existing landscape and integrate.
The key characteristics of the Tyne and Wear Lowlands are:

- An undulating landform incised by the rivers Tyne and Wear and their tributaries.
- Dominated by widespread urban and industrial development, and a dense network of major road and rail links.
- A landscape of considerable recent change, with a long history of coal mining, now revealed only by locally prominent open cast extraction areas and spoil heaps, and recently restored sites.
- Large open fields of arable crops, with urban fringe effect of pony grazing and other miscellaneous activities around settlements.
- Irregular woodland cover, generally sparse, but with well wooded steep valley sides, estates with mixed woodland and parkland trees, and plantations on restored spoil heaps.
- Historic riverside cities of Newcastle-upon-Tyne and Durham, strategically located at bridging points of the rivers Tyne and Wear.

The key characteristics of the Durham Coalfield Pennine Fringe are:

- A rolling upland landscape of broad open ridges and valleys with a strong east-west grain.
- A transitional landscape with pastoral farming on higher ground in the west giving way to arable and mixed farming in the valleys and to the east.
- A rural landscape, but heavily influenced by the mining industry, in particular to the north and east, with scattered mining and industrial settlements of terraced and estate housing occupying prominent sites, linked by a network of main roads.
- Numerous small plantations of conifers or mixed woodland, as blocks or shelter belts, on hillside; in places more extensive conifer woodlands on hillsides.
- Open wide ridges of regular large fields bounded by drystone walls and fences, crossed by straight roads, with isolated farmsteads.
- Broad valleys of arable and mixed farmland with low hedges, strips of broad leaved woodland following rivers and streams, and conifer plantations on valley sides.
- Opencast coal workings often forming intrusive features in the rural landscape, and restored areas often creating bland landscape.

Developers should refer to the Gateshead Landscape Character Assessment when formulating proposals to understand landscape characteristics of a particular site.
Chapter 5  Movement and Streets

This chapter provides guidance in relation to the design of streets and the residential street hierarchy which should be applied to new housing proposals. Guidance is also given on surface materials for streets to be adopted.
5 MOVEMENT AND STREETS

5.1 The way in which access is provided to a development is central in enabling people to move easily and safely to and through it, allowing the necessary servicing and emergency access. The approach to design will, in itself, have an influence on the way people access it and use it; how they travel and which routes they take.

5.2 How access is laid out also has an important influence on the overall appearance of an area. It is an important factor in ensuring people feels safe within their neighbourhood, and in providing an environment which encourages social interaction between residents.

5.3 National advice on the provision of access is set out in the Department for Transport (DfT) ‘Manual for Transport’ and ‘Manual for Streets 2’. These define a new approach to the design process for transport infrastructure within new development, reducing the emphasis on rigid standards and emphasising the importance of developing proposals within the context of wider design objectives for the site.

5.4 Building on the approach outlined in Manual for Streets, further guidance on the provision of access is set out in the following sections:
- General principles
- Planning for sustainable travel
- Access for all
- Residential street hierarchy

5.5 All new housing developments shall adhere with the general principles set out in these documents and summarised below.

GENERAL PRINCIPLES

5.6 The transport aspects of new development should reflect the following principles:
- Safety - All developments shall provide for safe, secure access for people using all kinds of transport, including access needed for servicing and deliveries. Safety includes the design of development to avoid features that would contribute to a higher incidence of crime;
- Accessibility - Developments shall be readily accessible to all sections of the community including mobility impaired people and those with access to a car;
- Sustainability - The design and operation of new developments shall actively promote the use of less environmentally harmful forms of transport. First priority should be given to the needs of pedestrians and cyclists, followed by public transport and its users, and finally other motor vehicles;
- Integration - Ensuring that the transport elements of the proposals are integrated fully into wider design considerations for the development and relate well to the surrounding transport network;
- Maintenance - The design shall ensure that longer term maintenance of streets can be achieved economically and effectively, avoiding the creation of unnecessary future maintenance liabilities.

5.7 These general principles are central to the design process for new development, and need to be taken into account at all stages. In particular proposals for development will need to demonstrate how they:
- Integrate access needs as one element in the delivery of high quality developments that relate the site to its surroundings;
- Design streets as spaces for people (including disabled people), whilst still accommodating all necessary types of user;
- Link the development to the wider transport network. This includes pedestrian and cycle routes, bus stops, rail and Metro stations as well as the highway network. The need for improvements to off-site networks and facilities should be examined and, where appropriate, form part of the development proposals;
- Are sympathetic to the intrinsic landscape characteristics of the site and its setting, and retain/enhance valuable features
- Provide safe, convenient and secure cycle parking
- Regulate vehicular speeds to the appropriate design speed for the street;
- Avoid over provision of car parking, and ensure that which is provided is attractive, usable, safe and secure, and can be integrated appropriately without dominating the street scene
- Use simple, appropriate, high quality materials, that minimise long term maintenance liabilities especially in areas to be offered for adoption (further advice is provided in Technical Appendix A, Surface Materials);
- Incorporate appropriate
landscaping features. Further advice on landscaping within the adopted highway, including the use of trees, is provided in the Green Infrastructure section.

Design for community safety

5.8 The Council will seek to work with developers at the pre-application and planning application stage to agree key design principles with regard to issues such as surface materials and landscaping adjacent to the highways. These agreed principles will be carried through to the highways adoption stage.

APPROVALS

5.9 The granting of planning permission does not provide the necessary authority for construction of the highway and transport infrastructure associated with development. Further agreements and technical approvals will be necessary, notably through s38 and s278 agreements. Further information on the need for additional approvals is provided in the relevant section of the technical appendices.

SUPPORTING DOCUMENTS

5.11 Additional supporting documentation is often needed to provide more detailed information on the transport aspects of a planning application. Aside from relevant plans and drawings there may be a requirement for a Travel Plan, a Transport Assessment (or Transport Statement). Information on when such documents are likely to be required, and their content, is provided in the technical appendices.

PLANNING FOR SUSTAINABLE TRAVEL

5.12 In accordance with the general principles set out above, proposals for new development shall promote more sustainable forms of travel in preference to the private car. The following sections provide additional advice on how this can be achieved for different kinds of transport.

PEDESTRIANS

5.13 Pedestrian routes are classified as either footways (which are adjacent to the carriageway or verge) or footpaths (which are not related to the carriageway). Footways and footpaths serving new residential development should be adopted and lit. Pedestrian movements are also catered for through 'Shared Space Streets' and 'Home Zones' (see the section on 'residential street hierarchy' below).

5.14 Pedestrian movement shall be convenient, lit, safe and pleasant. Direct routes must be provided to bus stops, local bus and Metro stations, local facilities, adjacent neighbourhoods and schools, in such a way that wherever possible it is more convenient and attractive to walk than to drive to such destinations. Analysis of connection to these facilities shall consider the route as a whole, including those elements beyond the site boundary, and propose improvements as required.

5.15 Pedestrian links should be as short and direct as possible with good visibility along the entirety of the route. They should also, be well lit, and be overlooked or open to view. Care is needed to minimise the potential for such routes to foster crime or anti-social behaviour, and the consequent possibility of pressure to close routes subsequently. In some circumstances discussion with the police architectural liaison officer will be appropriate to reduce any such risks.

5.16 New dwellings should be designed to provide convenient access to existing and new pedestrian routes. They should be designed to face onto the main corridors for pedestrian movement, such as streets, and provide direct access to them.

FOOTWAY WIDTHS

5.17 Minimum footway (and footpath) widths should normally be 2 metres on both sides of the carriageway. In certain situations one footway may be acceptable if there is no likelihood of pedestrians utilising a second footway or where there is a specific reason for discouraging pedestrians (e.g. for ecological reasons where there is a desire to discourage pedestrian access to green space). In such cases, sufficient land will need to be dedicated as adopted verge if there is a reasonable likelihood of a footway being needed at any time in the future. The minimum footway width should increase to 3 metres for Type 1 streets (see the section on 'residential street hierarchy' below), and in other areas of identifiably higher levels of pedestrian activity, such as adjacent
to schools, shops, bus stops, etc. Greater widths may be required at specific points (e.g. around bus shelters).

STEPS

5.18 Where steps are included in a footway, provision should be made for a complementary ramped route. If a ramp cannot be accommodated within the space available, then the steps should be designed to cater for as many users as possible. Handrails must be provided, along with non-slip corduroy paving at the top and bottom of steps.

CROSSING POINTS

5.19 Dropped kerbs should be provided at all junctions and on identified pedestrian desire lines, including connections to external footpaths. New or improved off-site crossing points may need to be provided where they provide access to local facilities.

5.20 Where a pedestrian refuge is provided, the dropped kerbs should be aligned with the refuge. A minimum refuge width of 1.8 metres should be provided.

5.21 Wherever possible unnecessary “street clutter” should be avoided. Pedestrian guard rail should only be used where required for road safety reasons to protect pedestrians and guide them to the appropriate crossing point.

5.22 Pedestrian crossing points can be delineated by raised plateaux, but they should not be designed to give pedestrians a false sense of security.

CYCLING

5.23 Cycle routes in developments should meet the same basic criteria outlined above for pedestrian routes, including convenience, safety, attractiveness, and directness.

5.24 Cycle linkages between key areas within the development and around it should be designed into a scheme from the start, with particular attention to routes to schools, local facilities and adjacent neighbourhoods. As for pedestrian routes, analysis of connection to local facilities should consider the route as a whole, including those elements beyond the site boundary, and propose improvements as required. Connections should be provided to the wider local cycle network as specified in the Gateshead Cycling Strategy.

CYCLE PARKING & CONSTRUCTION STANDARDS

5.24 Further advice on the standards required for provision of cycle routes and parking is set out in the Gateshead Cycling Strategy.

ACCESS CONTROLS

5.25 Where off-road cycle tracks are installed away from the carriageway, access measures such as ‘K’ frames or bollards may need to be used to prevent access by cars or motorbikes. All access barriers must comply with Disability Discrimination Act (DDA) regulations. These measures should be installed if abuse is considered likely.

PUBLIC TRANSPORT

5.26 The needs of public transport users should be included consideration of:

- Provision of convenient and attractive pedestrian routes (including road crossings) to bus stops within or outside the site and, where relevant, Metro and rail stations;

- The benefits of improving existing bus services in the vicinity of the site. This might be to remedy predicted capacity problems or enable effective promotion of more sustainable travel;

- Providing a new public transport routes through the site

5.27 Where new or improved routes are required, developer funding will be sought to cover the additional costs for a period of at least 5 years from their commencement, or two years following final completion of the site, whichever is the longer.

5.28 Higher density uses (e.g. flats) should be located close to the main public transport routes, with lower densities in more remote parts of the site. The layout of development should ensure that entrances are well located in relation to public transport, and
that buildings themselves are not sited on the far side of car parks or in other inconvenient locations within the site. The maximum walking distance to the nearest bus stop from any residential property should not generally be greater than 400m. For some types of development, both residential and non-residential, there are requirements for bus services to be accessible within much shorter distances, down to 100m. Specific requirements can be found in the technical appendices. Early discussions should be held with the Council, Nexus and, where appropriate, local public transport operators on how public transport access to new development can best be provided.

PUBLIC TRANSPORT ROUTES THROUGH DEVELOPMENT

5.29 To be attractive to residents and other users, bus routes within residential estates should not ‘loop’ the estate unless it is unavoidable, with entry and exit to/from the estate at different points wherever possible.

5.30 Where new routes are to be provided these should be introduced at an early stage to ensure public transport is available as the site is occupied. This may require infrastructure, such as through roads and stops, to be provided early on even if not immediately necessary in terms of the phasing of the development.

5.31 Where development sites adjoin each other or a site is divided between developers, they should be treated as a single site for which the need for public transport infrastructure must be assessed as a whole, and its provision required within each section as it is developed.

5.32 Major development should not be located in areas away from main public transport corridors unless the following are put in place:

- Adequate public transport services, usually a 30 minute service from 7am to 11pm (9.30am on Sunday) with good vehicle and infrastructure standards. As above provision of services should be guaranteed by the developer for at least 5 years from their commencement, or two years following final completion of the site, whichever is the longer; and

- An effective Travel Plan with a package of measures designed to reduce reliance on car travel and encourage sustainable forms of travel habits in the short and long term.

ACCESS FOR ALL

5.33 Streets and spaces must be designed to provide good access and clarity for disabled people. Developers should ensure that routes are accessible to all, and are not obstructed.

5.34 This Design Code requires that the needs of disabled people are considered within all elements of the design process, so that these are incorporated from the start of the process, rather than added as an afterthought. Potential obstacles to be aware of include steps, steep gradients, narrow passages or footways, badly located street furniture, uneven surfaces, excessively smooth surfaces, parked cars and poor attention to construction details. Changes of gradient at bends (especially at side street crossings) need to be carefully designed to prevent problems for wheelchair users. Shared Surface Streets can be difficult to navigate and prone to obstruction, and are a specific concern for blind and partially sighted people who may perceive them to be unsafe. These issues should be properly considered in the choice of whether a Shared Surface Street is appropriate in any particular circumstance.

5.35 The document ‘Inclusive Mobility’ provides more detailed advice on the requirements of designing access for all.

RAMPS

5.36 Where ramps are needed to provide access into individual buildings they must not be located within the adopted footway. However, re-grading of the footway can occasionally considered on a site by site basis, depending on circumstances.

TACTILE PAVING

5.38 Tactile paving to assist blind or partially sighted people should be utilised in accordance with the advice in ‘Inclusive Mobility’.

CAR PARKING FOR DISABLED PEOPLE

5.39 Particular consideration needs to be given to the car parking needs of disabled people. Spaces should be conveniently located in relation to the facilities they are intended to serve, with good connecting routes incorporating dropped kerbs, ramps etc, as appropriate.

5.40 Further information on the specification for provision of parking for disabled people is provided in the technical appendices.

Relevant Local Plan Policies

Core Strategy Policy CS13
TRANSPORT

Saved UDP Policy DC4
HIGHWAY AND TRANSPORT
5.41 Within new residential areas, streets need to accommodate various types of movement in a convenient and safe manner. In accordance with the general principles of ‘Manual for Streets’ they should be designed to create an attractive environment which integrates with and complements their surroundings. They should be safe and legible, and their design should reflect the needs of different users, and seek to ensure that those (notably motorised traffic) which may have a tendency to dominate, do not deter pedestrian and cycle activity, or other appropriate uses of the street (such as social interaction). To achieve this it is essential that new residential streets form a natural hierarchy that is clear and legible to all users who share the same space.

5.42 The hierarchy described below sets out a clear transition from the external distributor roads where motor vehicular space requirements may be more dominant, to residential streets where the needs of pedestrians and other non-car users are of greater importance.

Four types of residential street have been defined:

<table>
<thead>
<tr>
<th>Street Type 1</th>
<th>Connector Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Type 2</td>
<td>Local Residential Street</td>
</tr>
<tr>
<td>Street Type 3</td>
<td>Share Space Street</td>
</tr>
<tr>
<td>Street Type 4</td>
<td>Home zone</td>
</tr>
</tbody>
</table>

Note: This street type numbering is not intended to match the current “Roads and Streets Works Act” (RAWSA) Category numbers.

5.43 Within the hierarchy linked streets are encouraged to allow greater, connectivity and accessibility by foot, for wheelchair users and by cycle, and to avoid layouts based purely on cul de sacs. Care is needed to avoid through traffic using a street as a ‘rat run’, and appropriate measures will be required to minimise the domination of the street by inappropriate through traffic.

5.44 Whilst some form of street hierarchy is required in order to construct a network which is understandable for users, Manual for Streets warns against the rigid application of a hierarchy based exclusively on vehicular movement. The street hierarchy should be developed through an understanding of a site’s surrounding context; its attractors, the possibility for new connections and its relationship to other modes of travel as well as the implications for the existing network.

5.45 As a result, whilst table 1 below takes the number of dwellings served from a street as a starting point, the subsequent choice of design elements should reflect the wider function and setting of any particular street. Street design (including width) may also need to vary along its length to reflect its wider function, with areas such as those around shops, bus stops and play areas possibly requiring different treatment.

5.46 If there is the possibility that a street will serve further properties in the future, for instance if there is an adjacent allocated site which is likely to be developed (and accessed through the first site) then the streets should be designed to the appropriate standard, or be capable of being altered in the future. No “ransom strip” or other gap should be left between the adopted highway and the site boundary.
As far as possible, streets should be designed so that the appropriate speed is achieved without the need for road humps, cushions, plateaux and excessive signing and lining. This may require the use of alternative speed control measures, including horizontal deflections, pinch points etc. Most developments will require a 20 mph ‘zone’ (traffic regulation) order to be introduced on the internal roads, whereby the need for signing and lining is automatically reduced, compared with traditional speed limits. Design speeds should be further reduced to 10 mph or less on the lower order streets, where pedestrians may be walking on a shared surface. Indicative illustrations are provided in the following section to help show the different types of street which may be used within a residential development.

<table>
<thead>
<tr>
<th>Type</th>
<th>Title</th>
<th>Pedestrian Provision</th>
<th>max no of dwellings</th>
<th>Design Speed (mph)</th>
<th>Speed limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Connector Streets</td>
<td>Segregated</td>
<td>700</td>
<td>20-25</td>
<td>20 / 30</td>
</tr>
<tr>
<td>2</td>
<td>Local Residential Streets</td>
<td>Segregated</td>
<td>200</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>3</td>
<td>Shared Space Streets</td>
<td>Shared (Some designated routes)</td>
<td>Generating &lt;100vph in peak hour</td>
<td>15</td>
<td>20</td>
</tr>
<tr>
<td>4</td>
<td>Home zones</td>
<td>Variable</td>
<td>Generating &lt;100vph in peak hour</td>
<td>10</td>
<td>20</td>
</tr>
</tbody>
</table>
TYPE 1 CONNECTOR STREET

5.48 These are the main streets that provide structure for major new residential development and connect it to the surrounding urban fabric and highway network. Connector Streets can serve developments of up to 700 dwellings, and provide a transition between the surrounding major roads and the more pedestrian dominated Local Residential Streets (Type 2). They provide the primary vehicular access to the area, and link with other street types within the new development to form the back-bone of a permeable network of streets for pedestrians and cyclists. It is likely that this street type would also carry the majority of bus traffic through any new development.

5.49 To be acceptable for adoption by the Highway Authority, Type 1 Connector Streets should be designed to comply with the following specifications (see table to right).

5.50 For developments of between 200 and 300 dwellings, at least 2 points of vehicular access should be provided wherever possible to maximise accessibility, connectivity, and efficient operation in emergencies. Cul-de-sacs will not be permitted. Although the provision of more than one access is encouraged, where this is not possible a single vehicular access may be accepted providing the internal network forms a loop, with the shortest possible connection between this loop and the point of access. At least 2 points of access will be required for developments in excess of 300 dwellings.

5.51 For connector streets serving over 300 dwellings, a verge or hard margin between the footway and carriageway should be provided to increase separation between vehicles and pedestrians. Tree planting in this zone will increase the perception of this separation, and will ‘green’ the street environment, but should not be located in areas which may affect safety.

5.52 Servicing channels should be accommodated beneath the footpath.

5.53 Dwellings should be designed to front onto rather than back onto these streets with direct pedestrian access to the street.

Illustration of potential connector street with on street parking
TYPE 2 LOCAL RESIDENTIAL STREETS

5.56 These are general streets within residential areas which will carry a wide range of movement types and provide the main setting for new homes, allowing direct access to individual dwellings.

5.57 Local residential streets can serve up to 200 dwellings, and depending on the scale of development they may provide access directly onto the existing external network, or may first access onto a Connector Street (Type 1). These streets are unlikely to carry large volumes of traffic or bus routes and consequently allows for an approach towards design which is less focussed on accommodating through movement.

5.58 Dwellings should be designed to front onto rather than back onto these streets with direct pedestrian access to the street from the property.

5.59 To be acceptable for adoption by the Highway Authority Local Residential Streets should be designed to comply with the requirements of the table opposite.

5.60 Type 2 streets may vary in character and will have a supporting role to Type 1 Connector streets. These may incorporate more hard landscaping and, although planting should still be provided this is likely to be limited to occasional street trees between parking bays and where space allows to enhance the appearance of the street and setting of housing.

5.61 Servicing channels should be accommodated beneath the footpath.

The example above is for a residential development on the former Gateshead College site by Miller Homes. The street is designed as a ‘landscaped street’ where hard and soft landscapes have been carefully chosen to create a softer setting. Street trees at regular intervals in curving build outs act as traffic calming features.

Below example of tree lined street used at regular intervals.
TYPE 3 - SHARED SPACE STREETS

5.62 This street type includes shared spaces designed for very low vehicle speeds which should be self-enforcing through good design. They provide access for small groups of homes either in courtyard form or short streets. Shared space streets should help define the building blocks and will be part of the permeable network of routes. Within a cul-de-sac this type of street can be used to serve up to 10 dwellings.

5.63 There are likely to be higher levels of pedestrian and cyclist activity (particularly from children) along these streets, and the design should ensure that these activities are as safer as possible. Even the most vulnerable pedestrians and cyclists should be able to share the whole street safely with vehicles.

5.64 Some designated pedestrian routes maybe provided, but should not be designed as footways which have full height kerbs and therefore fully segregate vehicles from other street users. Where provided these routes should be free from car parking and adequately provide way finding methods which are suitable for blind and partially sighted people. The routes should be provided in a contrasting coloured material, with a 30mm kerb upstand with flush crossing points and tactile paving where required.

5.65 Surface materials in Shared Space Streets should be chosen to delineate the functions of the different parts of the highway. Where designated pedestrian routes are provided these should be in contrasting colours/tones of material to aid way finding. To be acceptable for adoption by the Highway Authority Shared Space Streets of type 3 should be designed to comply with the requirements of set out in Table 1.

5.66 Short sections of this type of street may also be used in some locations as a feature in conjunction with Type 1 or Type 2 streets forming part of a longer through route. This may be, for example at junctions, adjacent to buildings or at other locations with high levels of pedestrian activity. In these circumstances the length of this street type should be limited to a maximum of 100m.

5.67 Alternatively this street type can be used on the entire length of a street where weekday pm peak hour traffic flows do not exceed 100 vehicles per hour. Due to the low traffic speeds these streets should be limited to a maximum of 300m in length.

5.68 Within Shared Space Streets careful consideration needs to be given to how and where car parking is provided, including the needs of visitors (also see section on ‘Car Parking’ below). On-street parking should be designed into the street layout. Servicing channels should be accommodated beneath the shared surface.

5.69 To be acceptable for adoption they should be designed with the range of requirements set out in Table 1.
5.70 Home Zones are an urban design led concept for residential developments, where streets are intended for a range of activities and are primarily places for people, not places for vehicles. The aim of Home Zones is to improve the quality of life for residents and this takes priority over ease of traffic movement. Streets in Home Zones will include seating and play areas, shared surfaces, parking spaces and areas of planting as well as indirect traffic routes. The streetscape should be aesthetically pleasing and co-ordinated and should promote a sense of unique identity.

5.71 In a Home Zone, people and vehicles should share road space safely, and on equal terms. Motorists should feel that they have left the normal highway and are guests in a pedestrian environment and so should drive accordingly.

5.72 By reducing the dominance of cars and increasing the use of streets for other activities, Home Zones aim to:

- Foster a sense of community;
- Increase social interaction;
- Increase play opportunities;
- Improve the quality of the built environment;
- Increase natural surveillance, deterring casual crime.

5.73 Home Zones are a specific and exacting form of development, with only limited scope for compromise on elements of the design approach. The Council has produced separate specific guidance, the Home Zone Design Guide for Gateshead, which should be used as the basis for the design of Home Zones.
5.74 Streets facing onto or adjoining open spaces may take various different forms depending on the type of open space which the street fronts onto. These streets should be designed for low traffic flows enabling a mix of pedestrians and vehicles.

5.75 Incidental street tree planting should be a feature of the development edges particularly to break up on street parking provision. Green edges and streets into open spaces will be shared by vehicles and pedestrians this should be denoted by a suitable variation in surface materials.

MIXED USE SCHEMES

5.76 Where mixed use schemes (i.e. incorporating elements of residential and other uses served from the same access) are proposed the guiding principle will be in accommodating the access needs of the area consistent with the general principles set out above. In so doing it will be necessary to assess potential future demands associated with the various use classes for which permission is sought, not just immediate

Of particular importance will be the:

- need to accommodate higher levels of larger vehicles;
- consequent importance of minimising pedestrian/vehicle conflict and ensuring the safety of vulnerable road users is not compromised;
- ensuring layouts protect residential amenity and avoid the likelihood of creating bad neighbour problems between different uses.
SURFACE MATERIALS FOR USE IN ADOPTED AREAS

5.77 Surface materials have an important role to play in the design of residential streets. Not only do they influence the overall appearance of a street, they can have a significant influence on the way that pedestrians, cyclists and motorists use them. The aim in new developments should be to create places and spaces (including adoptable highway areas) which are fit for their intended purpose, attractive to users, of high quality, and have their own distinctive identity while respecting and enhancing local character. The Manual for Streets highlights the importance of choice of materials in terms of creating a sense of place and enhancing street design.

5.78 Materials should combine to form a coherent palette with tones and textures that reflect or complement those used in the built development or the wider area. The palette should avoid an over proliferation of different materials. Different surface materials should correspond to the different functions within a street and contribute to the creation of high quality and attractive environments.

5.78 The 2 basic principles of the Council’s approach to materials used on adopted carriageways or footways are that:

5.79 They should be specified correctly and be fit for their intended purpose; and, There must be a strong likelihood that the materials (or a very similar material) will be available in the mid to long term for use in the event of any future repair, reinstatement or extension works.

5.80 Unless agreed otherwise with the Council, all highway works should be in accordance with:

- The Technical Appendices accompanying this document

5.81 The latest versions of documents should always be used when designing schemes

5.82 In order to assist in the choice of materials Gateshead Council has defined a ‘Standard Palette’ of materials. This identifies those surface materials which are acceptable for elements of the highway intended for eventual adoption and are set out in Technical Appendix A. Gateshead Council recognise that occasionally there will be circumstances where the range of materials normally accepted for adoption does not meet the design aspiration for an area or development for example:

- In areas of environmental sensitivity, such as Conservation Areas;
- Where developers have an aspiration to use a wider range of materials;
- On larger housing sites, where some variety may be required to create an attractive street environment

5.83 In such circumstances the use of an extended set of materials may be appropriate. Where this is the case early engagement with the Council is essential to assess the acceptability or otherwise of the proposed approach. In identifying possible ‘extended’ materials developers should have regard to their being:

- Durable
- Fit for purpose
- Appropriate to the local character and proposed character of the new development
- Suitable for the street typology and anticipated traffic / pedestrian flows
- A sustainable solution, including the ability to replace components to maximise the life of the asset.


The Technical Appendices accompanying this document

The latest versions of documents should always be used when designing schemes

In order to assist in the choice of materials Gateshead Council has defined a ‘Standard Palette’ of materials. This identifies those surface materials which are acceptable for elements of the highway intended for eventual adoption and are set out in Technical Appendix A. Gateshead Council recognise that occasionally there will be circumstances where the range of materials normally accepted for adoption does not meet the design aspiration for an area or development for example:

- In areas of environmental sensitivity, such as Conservation Areas;
- Where developers have an aspiration to use a wider range of materials;
- On larger housing sites, where some variety may be required to create an attractive street environment

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- Durable
- Fit for purpose
- Appropriate to the local character and proposed character of the new development
- Suitable for the street typology and anticipated traffic / pedestrian flows
- A sustainable solution, including the ability to replace components to maximise the life of the asset.
5.84 Details of such materials should be provided to the Council as early as possible. Outline information concerning the proposed materials will be expected as part of any pre-planning application discussions.

5.85 It is not feasible or practical to document each and every material produce that may be permitted on Gateshead Council Highway network. However examples of materials that, depending on circumstances, could be acceptable in an ‘extended’ materials palette include:

- Natural stone setts, paving and blocks
- Exposed aggregate concrete blocks, setts and paving
- Exposed aggregate kerbs
- Natural stone kerbs
- Clay pavers
- Resin bonded \ resin bound
- Coloured asphalt concrete

5.86 Materials which leave loose aggregates or create uneven surfaces will not be acceptable as they cause problems for people with mobility issues, prams and cycles.

5.88 The actual commuted sum payable will be determined and agreed for each individual development and will be based upon the Council's standard schedule of costs. Provision will be made within the appropriate Highways Agreement (e.g. section 38, section 278 of the Highway Act 1980) to secure commuted sum payments together with an Informative included on the planning permission.

Below - contrasting block paving can be used to delineate and define different spaces. Below a parking area to the front of houses is defined by block paving.
Chapter 6  Housing blocks, layout & architectural design

This chapter provides guidance in relation to the layout of housing blocks, car parking and the design dwellings.
6 HOUSING BLOCKS, LAYOUT AND ARCHITECTURAL DESIGN

6.1 As a general rule, blocks should be 45-80m wide and long. This allows buildings to front both sides of street whilst maintaining frequent access routes between blocks, thereby ensuring a permeable layout.

6.2 Creating permeable and legible housing layouts is a fundamental objective of this design code. Perimeter blocks should consistently define the public and private realm, but vary in terms of enclosure, height and density depending upon the character of the area. The arrangement of dwellings within a block structure and their relationship to the street and to other building elements will be influenced by the plan form of the dwelling themselves.

ACCESS TO BACK OF BLOCK AREAS

6.3 A key issue which should be addressed is the level of public access provided within the block. The requirements to service the block must be balanced with security.

HOUSING WITHIN BLOCKS

6.4 Careful consideration should be given to the outlook for any housing within a block and ensuring that properties do not look out onto unsightly rear boundary treatments.

6.5 The environment within the block should be as attractive as that created on the street onto which the block fronts.

SCALE & DENSITY

6.6 The NPPF encourages Local Planning Authorities to set out their own approach to housing density to reflect local circumstances.

6.7 Density should be influenced by the characteristics and location of a site. For example, sites with excellent public transport links in the urban core would typically have a higher density than a site on the edge of a rural settlement. In practice it should be possible to achieve densities above 30 dwellings per hectare whilst still allowing for a variety of built forms which suit a sites particular context.

6.8 Density should be considered in relation to the wider place making objectives for a development. On larger sites consideration of a range of densities will be expected. Consideration should be given to how densities can be varied across the site according to character area or the street type the buildings front onto. Density must relate to street type, views and vistas strategy and open / recreational space.
6.9 Design teams will be expected to demonstrate how they have provided the best design solution striking a balance between the efficient use of the land and ensuring new development does not detract from the character of the surrounding area.

6.10 Merely upping density of suburban house forms and layouts by squeezing standard house types close together and reducing space will not be accepted as an appropriate solution. Saved UDP Policy H12 sets a density target of between 30 and 50 dwelling per hectare net with higher densities permitted in locations with good public transport accessibility.

6.11 Scale, both in terms of massing and height, must be considered in relation to street types, type of space, the need to define character areas and location with the development. Scale is an important tool for designers to use to help create legible townscape and places which are memorable. Generally it is anticipated that a significant amount of housing will be 2-2.5 storey. An increased height on prominent corners or units fronting on public spaces or terminating key views may be appropriate. Storey height should also relate to topography and type of units proposed. For example gable fronting units may have the potential to be 3-4 storey’s in height because they are slender blocks and don’t read as a large mass when fronting onto a street. Where appropriate additional accommodation can be incorporated within the roof space of dwellings.

6.12 An element of single storey accommodation may be required to provide wheelchair accessible homes and accommodation suitable for an increasingly elderly population.

6.13 Designers should consider the impact of scale on long distance views into the housing site from the surrounding area or neighbourhoods and views out of the development. Density should also be considered alongside massing to allow for appropriate views through a site and into a site.

6.14 Careful consideration must be given to the interface between the edge of a development and open spaces / parks / countryside. Softening the interface between the development and open countryside with appropriate landscaping may be required and a gradation of built form with varying densities or heights around the periphery of a site.

6.15 Careful orientation of buildings is vital for passive solar energy gains. The main glazed elevation should be orientated within 30° of south (‘solar orientation’) with a correspondingly small proportion of glazing on the north elevation. Home design should take into account careful integration of solar panels into the roofscape and the beneficial solar gains to be had during spring / autumn and winter, but should avoid overheating through careful use of solar shading, where appropriate.

6.16 Inevitably, road layout will influence the arrangement of buildings on a new development, with east-west alignment enabling the optimal orientation of houses for passive solar gain. However, it is not essential for all buildings to be orientated due south and variations of up to 30° can be accommodated whilst still benefiting from passive solar gains. On north-south roads, detached units provide greater flexibility for maximising solar gain.

6.17 Every effort should be made to ensure a large proportion of the roof-scape has an orientation within 30° of due south so solar renewables can be retro fitted if they are not incorporated as part of the original design solution.

Relevant Local Plan Policies

Core Strategy Policy CS11
PROVIDING A RANGE AND CHOICE OF HOUSING

Saved UDP Policy H12
DENSITY
ARCHITECTURAL STYLE

6.18 The NPPF makes it clear that planning policies should not attempt to impose architectural styles or tastes. However it supports promoting or reinforcing local distinctiveness and ensuring development is visually attractive as a result of good architecture.

In Gateshead we will encourage;

- High quality, contemporary or traditional design solutions, that are appropriate to the character and context of a site
- Simple architectural solutions with a restrained palette of materials
- Natural and sustainable materials
- Sedum Roofs
- Suburban, rural and urban housing that meets the needs of current lifestyles

6.19 An architectural style is not prescribed for any site but generally a traditional / heritage approach or a more contemporary style of architecture will be appropriate.

6.20 The architectural design must be based on sound design principles (some of which are highlighted here) and be derived from robust analysis of the context. It should reflect local vernacular but this can be expressed as a modern interpretation and can display local building characteristics such as layout, building proportion, fenestration, detailing, materials, colours and roof profiles.

6.21 Careful detailing of architecture is important to lift a simple palette of good quality materials. Quality of materials, detailing and workmanship will ensure a locally distinctive feel to the housing. Linked with this is good landscaping and boundary treatment which will ensure the vision of the master plan is realised. Examples of how this should be achieved are:

- Simple building form and elevations
- Attention to simple detailing to window heads, window reveals, cills, canopies and roof eaves details
- Simple variation in building materials and colours
- Attention to building proportions with regards to windows and storey heights
- Subtle variations in roof materials and roof orientation across large sites to add variation
- Variations in detail of junction between building and ground level
- Variations in privacy setbacks from public realm

6.22 The Council will expect developers to demonstrate how the positive elements of local distinctiveness have been translated into development proposals.

6.23 Where existing buildings around the site have little character or architectural quality then new development should give a stronger identity to the area through the architectural expression of dwellings, layout of buildings and creation of new spaces and routes.

Relevant Local Plan Policy

Emerging Core Strategy Policy CS15 PLACE MAKING
Saved UDP Policy ENV3 CHARACTER AND DESIGN

Shirecliffe, Sheffield

Allerton Bypwater, West Yorkshire

Great North Park, Newcastle
BUILDING PRINCIPLES

6.23 High quality and durable materials that complement one another should be used to create attractive and architecturally interesting facades. Buildings at specific gateway or landmark locations will require especially high quality design solutions that emphasise architectural distinctiveness. Where multiple developers are involved in a site there must be a continuity of architectural expression. This relates to matters such as window dimensions, depth of window reveal, complementary facade materials etc.

6.24 Innovative or traditional approaches should be adopted for the provisions of high quality, private amenity space for all residential units depending on context. Consideration should be given to the provision of ground floor patios, gardens, recessed balconies and roof gardens / terraces.

- The objective is to create conditions for high design quality within environmentally efficient buildings that relate to their setting and adopt a consistency of approach.

- The Council supports the integration of contemporary design in all the architectural elements described above, utilising a restrained palette of materials, sympathetic to context with crisp execution of detailing.

- Solutions where there is one primary material augmented by smaller areas of different materials to create a unified whole are encouraged. Solutions that use a proliferation of materials will be discouraged.

- The excessive articulation of architectural elements for effect only, which leads to poor weathering will often fall out of fashion and should be avoided.

- Where there is a strong and positive historic architectural language in the locality designs should respond to this with in a positive way with complementary treatments or a well-considered contemporary contrast.

- There is no generic defined palette of materials but particular attention should be given to the quality of brick where used within housing.

- Brickwork should be referenced to the context of the wider locality.

- Timber and metal cladding on buildings should be used with care and care taken in detailing to ensure longevity and minimise potential maintenance issues.

- The use of natural stonework as a facing material is encouraged where appropriate in the context of the wider locality.

- Timber, zinc, stainless steel and copper are acceptable materials for cladding systems. Other rainscreen cladding systems may be appropriate depending on durability and aesthetic qualities.

- Windows and their sub division should relate to the proportions of the building and have a direct relationship with the function of the room within. Windows with minimal frame profiles to windows will be encouraged.

- Window ventilators should be concealed.

- The location and size of windows should be considered in relation to solar shading to avoid unnecessary shading devices. Bathroom windows should be located at the rear of the building. Projecting windows should be orientated to maximise views.

- Consideration should be given to the use of recessed windows to add depth to units and as part of the overall facade Design (a minimum of 100mm is recommended).

- UPVC window frames are discouraged on the grounds of their visual appearance and sustainability. Engineered timber hardwood window frames are a suggested alternative.
The following images give an indication of an architectural language which may be appropriate. Some of the precedent examples are more contemporary in appearance than others however it should be noted that reference can be made to a historic vernacular in a contemporary manner without creating a poor pastiche. Architects and design teams should use their skills to translate local character and vernacular into 'of it's time' architecture.
SET BACK AND BOUNDARIES

6.26 The set back of a building relates to the distance between buildings and the pavement and road. Setbacks often take the form of small front gardens and are important in helping define character of a street.

6.27 Different setbacks should be used according to the street type being created. There should be an emphasis on landscaping as part of boundary treatments recognising the rural nature of many sites and the need to encourage biodiversity.

6.28 Continuity of boundary treatments will be required along the length of streets on public spaces within particular character areas. An agreed palette of materials and details for boundary treatments must integrate with the overall palette of materials and public realm / open space proposals.

DESIGN OPTIONS

FRONT GARDEN

6.29 A front garden should be situated between the plot line and the building edge. The garden can be delineated by a garden wall of between 450mm and 600mm. The front garden for larger plots or substantial terraced blocks should have a depth of 5-10 m. Planting along the property line is encouraged.

FENCED FRONT GARDEN

6.30 Bay windows or porches may project into the garden. A boundary railing or wall of stone or render may be between 1100 - 1500 mm with planting on the plot boundary line to reinforce it. The fenced front garden should have a depth of between 5 -10m. Where the fencing interferes with a highway visibility splay, it may be necessary to reduce the height to 1000mm or demonstrate that the fencing is of an open design which permits adequate views to be gained through it.

FENCED FRONT STRIP

6.31 The plot line should be delineated by a railing or wall 1000mm high. The fenced front strip should have a depth of between 1.5 -4 m. The front strip should be planted with hedging. This boundary height should be reduced to 600 mm in locations close to where children are likely to be playing or walking.

FRONT STRIP

6.32 A narrow strip of land should separate the building edge from the plotline. This should allow for an adequate amount of soil to encourage plant growth. A boundary fence may be incorporated. The front strip should have a depth of between 0.6 - 1 m and be either delineated from the pavement by using higher quality materials or planted with low shrubs or climbers. It is important to ensure there is an adequate amount of soil to allow planting to grow and remain healthy.
PARKING

6.33 New development will usually require the provision for both cycles and motor vehicles. The location and form of parking provision should be based on the following principles:

- It should be safe, usable and secure;
- adequate manoeuvring space to facilitate entry and exit should be provided;
- it should avoid the creation of safety or other problems for users of the street;
- provision should be integrated effectively within the design and setting of the development as a whole.

CYCLE PARKING


For houses cycle parking can be provided in either of the following ways:

- within the footprint of the house (for example in a utility room or over-sized hallway) or in back gardens within a covered lockable enclosure. In such cases access should be means of a door at least 900mm wide and the space should be at least 2m deep;
- in garages. If garages are used for cycle storage, the size of the garage should allow for cycle parking space and allow for cycles to be removed whilst a car is parked within the garage. For minimum preferable dimensions for garages to ensure adequate room for cycle storage, refer to the diagram below.

HOUSES WITH GARAGES

6.35 If garages are used for cycle storage, the size of the garage should allow for cycle parking space and allow for cycles to be removed with cars parked within the garage. For minimum preferable dimensions for garages to ensure adequate room for cycle storage, refer to the diagram below.

APARTMENTS

6.36 For flats/apartments internal storage on the ground floor is preferred. Arrangements for management of access, security and cleaning / maintenance should be agreed at the planning stage. If external communal cycle parking is used it must be covered and located close to building entrances. Visitor parking spaces should be provided at each public entrance. Public cycling parking may also be required, especially in relation to any shared/community facilities provided as part of the development.
CAR PARKING

6.37 Car parking within residential development should be accommodated in ways which do not dominate the streetscape, dictate the overall layout or reduce the attractiveness of access by more sustainable means. Both Manual for Streets and the English Partnerships publication ‘Car parking - what works where’ provides useful advice on the successful incorporation of car parking within new residential development.

6.38 Car parking maybe provided in a number of ways. A mix of approaches will help avoid the creation of a bland or repetitive appearance. Over arching design principles for providing car parking in new residential developments are to:

- Accommodate the car within the development without being visually intrusive or compromising pedestrian safety
- Create high quality streets which cater for the car without detracting from the sense of place
- Provide car-parking arrangements which are convenient and safe to use, including good pedestrian links to the properties they are intended to serve;
- Reflect Secure by Design principles and provide natural surveillance.

Further illustrative design guidance is provided on the following pages showing different parking arrangements.

ON STREET PARKING

6.39 As long as it is designed properly into the scheme, on-street parking is often appropriate, provided there are no highway safety, design or amenity reasons why this should not occur. On street parking helps keep spaces active and can assist with reducing traffic speeds. Experience suggests that residents often prefer to park cars on-street, even where off-street provision is made. Garages in particular are often used more for general storage than parking of vehicles. The design of new development should recognise the likely preferences of residents and incorporate this into their design. This may mean reconsidering the balance of on and off street provision in order to provide an effective layout which people will use, and ensuring best use of available land by avoiding excessive provision off-street.

Proposals for on-street parking should ensure:

- residential streets are wide enough to accommodate the levels and locations of parking without unduly impeding other necessary traffic (including servicing);
- designs are self-enforcing so that bad neighbour problems are not created;
- the definition of individual parking bays should be avoided where possible as they become ‘owned’ by residents;
- access to private drives is not obstructed or rendered difficult
- parking is not located so close to a residential window or main door as to be oppressive, block access or light or intimidate the occupier or directly shine lights into the windows of residential units;
- that, where on street visitor parking cannot be accommodated, then suitable visitor parking is provided off street;
- use of allocated spaces is avoided.

6.40 On street parking can be incorporated into the layout of development as attractive squares and communal spaces, fronted by development. The size and treatment of these spaces will be important and must respond to the type and context of a development.

OFF STREET PARKING

6.41 Communal parking areas, such as off-street courtyards, must have sufficient levels of landscaping. Large courtyards dominated by parked cars and large expanses of black top tarmac will not be acceptable

6.42 Car parking in larger courtyards should be softened with appropriate levels of soft landscaping. Large courtyards looking, be well lit and provide convenient pedestrian links to the properties served. They must also be small enough to retain a courtyard feel and not become large, unattractive ‘car parks’.

6.43 Where courtyard parking is used the front door to the property must be to the street. Access from the courtyard must be via a rear access. There should only be one point of external entry to the courtyard which can be used by both vehicles and pedestrians. There should be no other means of entering or exiting the courtyard other than the rear entrances to the properties.

6.44 Undercroft car parking may be feasible in some instances, particularly for flats/apartments. Any such car parking should be genuinely sunken below ground level wherever possible, keeping the first level of living accommodation at street level.
6.45 For all types of communal parking areas the use of allocated spaces should be minimised. Where such provision is proposed, their design and location should ensure that residents do not find it more convenient to park adjacent to their dwelling rather than use their dedicated space.

6.46 Off street parking can also be provided on driveways and in garages within the curtilage of individual dwellings. More detailed information on the amount of parking which can be provided, and the specification for this is provided in the Technical Appendices.

GARAGES

6.47 Careful consideration should be given to the size, positioning and treatment of garages. Garages are most likely to be used for car parking if they are convenient, of adequate size and not in competition with easier car parking options. Where proposed they should therefore be readily accessible and not combined with neighbouring hardstandings where vehicles could be left.

6.48 Integral garages reduce the amount of active building frontage and should not be used in prominent locations or in more than three consecutive units. Integral garages are best reserved for side street / courtyards / mews. As a general rule:

- Garages should be located behind the building line
- Detached garages are most appropriate in lower density areas

CAR FREE HOUSING

6.49 Residential developments should provide adequately for their parking requirements. Proposals with zero or very limited parking provision may exceptionally be allowed where:

- it can be shown that the parking demand generated by both residents and visitors can be accommodated nearby safely and without detriment to local amenity; and
- the availability of sustainable alternatives to car use is very good.

6.50 Any developments with limited parking should consider the possibility of promoting Car Clubs and providing Car Club spaces within the development. Further advice is contained within the car plus document “A Good Practice Guide for Planners and Developers – Achieving Low Car Housing. The Role of Car Share Clubs”, or at www.carplus.org.uk/car clubs.

OTHER CAR PARKING ISSUES

6.52 The demand for car parking associated with new residential development should be accommodated within the site. In exceptional cases where this is not possible the likelihood of excess parking spilling into nearby streets, and its impact on parking in those streets, needs to be considered. Measures will need to be put in place to minimise the risk of new parking demand causing problems on surrounding streets including, for example, through waiting restrictions or Controlled Parking Zones.

DESIGN OPTIONS - PARKING ARRANGEMENTS

The following section provides indicative illustrations and images which show different parking options that can be applied to new housing developments. These parking options for include:

OFF PLOT

- Parallel on street
- 90/45 degree on-street
- Courtyard / mews
- Undercroft / underground

ON PLOT

- Front access attached / detached garage
- Rear access private drive
- Front access drive through

Key design considerations are also highlighted under each option

Relevant Local Plan Policy

Saved UDP Policy H12 & T1

POLICY 12 RESIDENTIAL DENSITY POLICY T1 TRANSPORT REQUIREMENTS FOR NEW DEVELOPMENT
OFF PLOT - REAR COURT

- Grouped garages or hardstanding around shared court access between properties
- Spaces can be allocated to dwellings (permanently or on limited time permit) or unallocated
- Rear court parking can give rise to security concerns and can be unpopular with residents. Recommend courts serve no more than 6 dwellings with exception of apartments

OFF PLOT - FRONT COURT

- Parking in courts must be carefully designed, small scale, well lit and be overlooked by neighbouring properties. Bays should be designated and formally arranged with trees and plant beds incorporated to enhance the quality of spaces
- Applicable where traffic speeds at or below 20 mph. Spaces can be allocated to dwellings (permanently or on limited time permit) or unallocated
- This arrangement provides good surveillance. Grouping of parking courts along a street are appropriate for apartments

ON PLOT - FRONT ACCESS PRIVATE DRIVE

- Parking to be set within the recess of the property of the building or the building line is set back where the street arrangement requires a mixed juxtaposition of building frontage
- Parking area to side of dwelling

ON PLOT - FRONT ACCESS ATTACHED OR DETACHED GARAGE

- Provision of a space for cars in between buildings can be used where it is important to maintain street enclosure. Private driveways must be no less than 5.5m long to ensure adequate space for cars.
- Long runs of this parking solution along the entire length of a street or entire outer facing area of a block may create a bland street frontage. Like all parking solutions discussed it is important to ensure variety of parking solutions.
ON PLOT - REAR ACCESS BACK GARDEN

- Parking bays accessed via narrow side road. Bays to be recessed within the curtilage of individual rear gardens, with garden boundaries clearly defining the bays.

OFF PLOT - MEWS COURT

- Parking arrangement should be informal and dispersed amongst tree planting and plant beds. Bays should be discreetly demarked. Every effort should be made to ensure cars are not the dominant feature in such streets through careful and high quality landscaping.

OFF PLOT - PARALLEL ON STREET

- Parking is provided parallel to the kerb and should be broken up with street trees and pavement build outs. Groupings should generally be limited to no more than 5 spaces.

OFF PLOT - UNDERCROFT / UNDERGROUND

- This arrangement should be used for apartments in the highest density areas, as it will reduce the potential for cars to dominate the street scene.

OFF PLOT - 45 / 90 DEGREE PARKING

- Applicable where traffic speeds at or below 20 mph
- Kerbside parking at right angles or 45 degrees to street
- Can also be used in shared surfaces / home zones
Chapter 7  Green Infrastructure

This chapter provides an overview of how green infrastructure may be retained, created, incorporated or improved as part of new residential developments. General advice is provided in relation to biodiversity and the environment, landscape and planting, teenage and toddler play, public art and the management of green spaces.
7 GREEN INFRASTRUCTURE

7.1 Green Infrastructure in Gateshead and Newcastle comprises a range of multifunctional green spaces (whether stand-alone or forming part of the network) and inter-connecting links. Green Infrastructure includes wildlife sites, parks and gardens, areas of countryside, woodland and street trees, allotments and agricultural land, outdoor sport and recreation provision, local green spaces, footpaths, cycle and bridleways, ponds, lakes and watercourses.

The landscape and open space proposals within developments should be carefully designed to create a series of interconnected spaces, which may include children’s play spaces, pocket parks, public squares and greenways. Within this network, artworks should be integrated to heighten a sense of quality and distinctiveness. Safe and attractive public spaces and routes must be provided throughout the development. The following sets out broad design principles when considering green infrastructure spaces as part of a new residential development.

GENERAL DESIGN PRINCIPLES

- Enhancement of public access for recreation within the site and linking to surrounding countryside
- Establishment of landscape frameworks that reflects local landscape character and are of a sufficient scale / size, contributing to the creation of high quality development edges and improve wildlife habitats which will integrate ‘borrowed landscape’ within developments
- Ensure appropriate maintenance arrangements and consider how maintenance requirements may be minimised through careful design, where this does not conflict with other design objectives
- Enhancement of existing and the creation of new habitats providing opportunities for improving local biodiversity
- Delivery of cultural projects connect people with place through urban agriculture and natural play and subtle, integrated public art (see public art strategy)
- Tree planting throughout development should create a strong landscape framework linking spaces and helping to soften the development
- Planting should be appropriate to the scale of landscape
- Where possible retention of health trees and hedgerows to bring quality and a mature landscape landscape character to the development
- Allotments may need to be provided. Where incorporated they should be integrated into the landscape framework and carefully designed

7.2 Interconnected spaces should allow pedestrians and cyclists to move around a development in a safe and attractive environment. These will include greenways/bridleways that link developments to adjoining countryside / parks, green edges and widened streets to allow treed verges and separated footpaths and cycleways.
7.3 The protection and enhancement of the natural environment including habitats and species is a fundamental requirement of both national and local planning policy.

7.3 The term biodiversity is used to describe the variety of plant and animal life within a given area e.g. the world, a site or habitat. The ecology of a site is likely to vary according to a wide range of factors including: location; topography; geology; soils; hydrology; vegetation cover; land-use and management.

7.3 Any application for planning permission must be supported by an appropriate level of ecological survey and assessment, undertaken by a suitably qualified ecologist and in full accordance with all relevant good practice guidelines:

http://www.cieem.net/ecia-guidelines-terrestrial-

7.4 The resulting information should be used to inform the design and layout of a development, and the requirement for ecological mitigation, compensation and enhancement.

7.5 Developments should first seek to minimise adverse impacts on biodiversity by:

- Avoiding and retaining important / valuable habitats and species
- Avoiding the fragmentation of habitats and species
- Avoiding a deterioration of habitat quality and function

Where impacts are unavoidable appropriate mitigation and/or compensation will be required to:

- minimise the risk of harm to species, habitats and ecological connectivity
- ensure no net loss of biodiversity

This could include:

- The creation of new/ replacement habitats and features
- The restoration and enhancement of existing habitats and features e.g. through positive management

7.6 In line with the principles of the NPPF measures to enhance biodiversity should also be provided through new development. Enhancements should focus on delivering positive outcomes for priority habitats and species identified in national and local biodiversity action plans:

http://jncc.defra.gov.uk/page-5155
http://www.durhambiodiversity.org.uk/biodiversity-action-plan/
BACKGROUND

7.7 The borough of Gateshead supports considerable biodiversity interest including eight SSSIs, 13 Local Nature Reserves, 127 Local Wildlife Sites (formerly Sites of Nature Conservation Importance) and an extensive network of wildlife corridors which facilitate the movement of plants and animals through the landscape.

7.8 In addition to those bird, animal and plant species that receive legal protection under the Wildlife and Countryside Act 1981 (as amended), Gateshead also supports significant populations of otter, great crested newt and bat which are afforded European protection through the Conservation of Habitats and Species Regulations 2010 (as amended).

7.9 Whilst Gateshead’s network of ‘designated sites’ is critical in maintaining the very best examples of a particular habitat type, or rare or threatened species of plant or animal, the vast majority of our biodiversity occurs outside of these areas.

7.10 Any development regardless of size has the potential to impact either negatively or positively on biodiversity, including statutorily protected sites, non-statutorily protected sites, statutorily protected species, priority habitats and species, and ecological connectivity; not only within but beyond its boundary.

7.11 It is strongly recommended therefore that early consultation with the Council is essential in agreeing the scope/level of ecological survey required for a particular site/development in order to avoid/minimise potential future delays/costs being incurred. This is particularly important as most ecological survey work is time sensitive/season specific:

7.12 Regular contact with the natural environment is recognised as being beneficial to human health (including mental health) and well-being. The provision of a high quality natural environment rich in wildlife is also seen as important in supporting economic growth and helping reduce the impacts of climate change.

7.13 Wildlife habitats can form important multi-functional components of an integrated Green Infrastructure network which in addition to supporting biodiversity can also, where appropriate/feasible, play a significant role in:

- Helping manage surface water and reducing flood risk as part of SuDS
- Providing opportunities for quiet informal recreation
- Providing opportunities for education and community engagement
- Contributing to place-making
Public realm spaces should be designed to be accessible to all, including those with mobility impairments and parents with children in prams or buggies. There may be reasons such as topography/levels where it is not possible to achieve this. To ensure proper provision care and sensitivity is required in the design of open spaces – in particular gradients/inclines, pedestrian and cycle crossings and the type of materials, street furniture and planting used within the public realm.

Key design principles cover the following:

- Integrate the adjacent natural environment into development sites to create substantial green corridors
- Provision of high quality, multi-functional green infrastructure
- Achieve a high quality and safe environment
- Reflect the character of the site and the surrounding area
- Where appropriate, take opportunities to complement or enhance existing green infrastructure assets and integrate with the wider green infrastructure network
- Provide a unifying element and aid with legibility
- Deliver lasting quality
- Be designed to be inclusive and accessible to all, including those that are mobility impaired
- All areas of incidental open space should have a defined purpose or function
- Allow ease of maintenance where this does not conflict with other key design principles
- Integrate public squares as shared surface to prioritise pedestrian and cycle movements
- Ensure no obstacles and restrictions to access where possible
- Ensure lighting levels to adoptable standard or as agreed with the Council.
PLANTING

7.15 The use of trees within the public realm is important in establishing a coherent streetscape, emphasising changes in character, to bring public health and biodiversity benefits and to mitigate against climate change. Large trees such as Oak, Lime and Beech should be used in key spaces where they will have space to grow to full maturity. Species such as Plane and Maple are suitable urban street trees. It is important to use a range of species on an individual site to establish diversity that has the potential to withstand new diseases that may develop among a particular tree species.

7.16 Where possible, trees should be located within soft landscape areas such as verges or planting beds. Soil volumes appropriate to each species shall be provided to enable trees to grow to full stature and ensure longevity. Where trees are located in hard landscape areas appropriate details shall be included to provide this volume of soil without compaction. Connectivity between tree pits and nearby soil areas is essential. A number of methods can achieve this, including proprietary root cell products, or suspended pavement systems. Sufficient space should be allocated to allow for healthy growth and long term sustainability of trees.

7.17 All planting should be in accordance with the National Plant Specification and current British Standards.

7.18 Areas of soft landscape should be simple in design comprising grass (mown, long and meadow), hedging and specimen trees. Bulbs, shrubs and herbaceous perennial planting should be used to create colourful and attractive spaces, routeways and entrances. Where maintenance budgets are restricted, these should be designed to require minimal maintenance inputs. Planting should be used to help achieve organic edges, to boundary walls for example. Different planting species should be used according to whether it is a structured public realm space or residential/domestic space. Hedging will be particularly appropriate and should be used to help provide enclosure or define boundaries.

7.19 Low maintenance planting or wildflower meadow, may be a more appropriate solution than mown grass where access is difficult, for example on roundabouts.

7.20 Planting beds should be designed to ensure an adequate growing medium for plants, generally no less than 1.5m wide and designed as wide as possible. Narrow tapering beds under 1m wide, with isolated reservoirs of soil shall be avoided. The layout should include sufficient space for trees to develop to maturity without conflicting with buildings. The design shall respond to the drainage and irrigation needs (if any) of planting beds and shall avoid contamination of adjacent SuDS systems with soil runoff.

7.21 Stock for new woodland, copses and hedgerows should be mainly transplant and whips and contained within temporary fencing to ensure good establishment. Larger stock should be used to provide immediate effect and resilience in publically-accessible spaces such as streets or squares. The number of trees included in a planting scheme at design stage should be sufficient to allow for some natural loss.

7.22 Where street trees are proposed common service trenches should be used to avoid networks of utilities that ‘prevent’ or ‘restrict’ tree planting opportunities. Tree planting locations shall be physically protected at the outset of construction, prior to underground utility installation.

7.23 Where appropriate a variety of grassland types should be used in order to maximize biodiversity interest.

7.24 It is essential to provide adequate maintenance to ensure the healthy establishment of planted and grassed areas. This should be for a minimum of 1 year for grassed areas and 3 years for planted areas and semi-mature trees.

7.25 The successful establishment of wildflower grassland largely depends on soil type and preparation, the removal of ‘weed’ species prior to sowing and during the establishment phase. This is likely to take up to three years, and the implementation of an appropriate long-term management plan which will require, as a minimum, annual cutting and removal of vegetation between August and September. An after care period of five years will be required for areas of woodland and native hedgerow planting.
TODDLER, JUNIOR PLAY AND TEENAGE RECREATION AREAS

7.26  Play provision for children and young people should be a key component within development proposals. Reference should be made to the following documents:

- Gateshead Play Strategy
- Planning and Design for Outdoor Sport and Play, Fields in Trust (supersedes The Six Acre Standard)
- Designing and Planning for Play - October 2008 CABE

7.27  A primary aim should be to provide a diverse range of safe, attractive and stimulating spaces throughout the development, easily accessible and catering for all age groups.

7.28  The Council’s policies around the provision of play areas are set out in Saved UDP policies, CFR28, CFR29, CFR30. Work is currently underway on updating the Council’s Open Space Assessment. In line with the NPPF, the findings from this assessment will be used to inform policies relating to open space and play facilities within the Council’s forthcoming Development Management and Land Allocations Document, ‘Making Spaces for Growing Places’ (MSGP). Pending the adoption of MSGP, the Council will continue to apply the overall standard of 0.7 ha of children’s play space per 1,000 people, as set out in the UDP.

7.29  Natural play should be considered along with direct links to the countryside to provide children with a rich natural environment to explore and enjoy.

7.30  Areas of play space should be located in nodal locations off the main primary and secondary streets. They should be located in traffic free areas or areas of limited vehicular use (shared surface or homezones), and to coincide with primary footpaths, cycle routes and community streets.

7.31  Where possible, play spaces should be integrated into open spaces, public squares or pocket parks with the aim of creating high quality play areas, within open spaces that provide a range of recreational opportunities.

7.32  Play areas should be designed in accordance with the requirements of the Equalities Act 2010 in order to be accessible to all.

7.33  ‘Play on the way’ will be encouraged as a design concept and should include a series of formal play equipment and interlinked play equipment along key routes.

Saved UDP policy H15
PLAY AREAS IN HOUSING DEVELOPMENTS

Saved UDP policy CFR28
TODDLER PLAY AREAS

Saved UDP policy CFR29
JUNIOR PLAY AREAS

Saved UDP policy CFR30
TEENAGER RECREATION AREAS
PUBLIC ART

7.34 Artists are uniquely placed to bring a sense of the originality and delight to the creation of new places.

7.35 Artists will have key role in the creation of a thriving and distinct community by delivering projects that make direct connections with values and identity of the people who live there, both existing and those to come in the future.

7.36 The natural environment should be a major source of ideas for placemaking and cultural development.

7.37 Where there are opportunities or a requirement for public art, proposals should consider the integration of public art throughout the design process.

7.38 For further guidance how public art can be incorporated and how the Council can assist in the procuring and working with artists please refer to the Gateshead Placemaking SPD.

MANAGING GREEN SPACES

7.39 It is important for developers and design teams to consider from the outset what is expected from new and existing green spaces. They can deliver a whole range of wider social, environmental and economic benefits to local communities – but only if they are managed effectively. Inadequate and/or inappropriate management arrangements can significantly impair the potential of green spaces, and can lead to a deterioration of their quality, value and function over time. Consequently it is vital to put in place long-term arrangements to secure their future. Basic questions which should be considered by the design team include:

- Who will use the green space?
- Who will own it?
- Who will manage it?
- What are the long terms costs?

ADOPTION OF PUBLIC AMENITY OPEN SPACES, CHILDREN'S PLAY AREA IN NEW RESIDENTIAL DEVELOPMENT

7.40 When developers are required to provide on-site play areas, play equipment and/or open space as part of a development they are responsible for the ongoing maintenance of the area and equipment. Alternatively, developers can request the Council to take a transfer of the land. The Council’s policy Transfer of Play Areas on Residential Development Sites, proactively encourages developers to transfer open and/or play space provided within residential developments to the Council on the following conditions:

a. The land is transferred to the Council for nil consideration, the transfer to take place twelve months after the practical completion of the relevant area;

b. The developer pays a commuted sum equivalent to ten to twenty years future maintenance of the land, fixed play equipment which is to be calculated by the Fixed Play Team;

c. The developer pays the Council’s legal fees associated with the transfer;

7.41 Whilst the Council has an adopted policy relating to the transfer and subsequent maintenance of open space and play space there is no obligation on the Council to agree to such areas being transferred into its ownership. Therefore developers may need to consider alternative ways to ensure ongoing maintenance of new areas of open space rather than relying solely on the transfer of open spaces to the Council.

7.42 Developers will be required to incorporate green infrastructure in line with the Council’s adopted policies. Long term management and maintenance must be considered at the earliest stage of the design process.

7.43 Gateshead’s saved UDP Policy CFR20 sets out a requirement for open space to be provided in each neighbourhood of the Borough so that provision achieves a minimum quantity standard of 3 hectares per 1,000 residents, and an accessibility standard of 330 metres distance to an area of open space.
COMMUNITY STEWARDSHIP MODELS

7.44 Community management arrangements may take various forms (such as trusts or management companies) but the important characteristic is that a community management model must genuinely provide for significant local community involvement and accountability. Arrangements may not be uniform as local circumstances may vary. In particular, community management models may be more suitable where there is sufficient scale of new development to create a natural community focus and/or where there is sufficient scale of on-site open space and other amenities that lend themselves to local community management for the benefit of that community.

7.25 Such models may be less immediately suitable where existing infrastructure and facilities that are already managed by the council are proposed to be improved or extended as a result of new development.

MANAGEMENT COMPANIES

7.45 If a management company is proposed, these will only be acceptable if the Council can be assured that the company arrangements are sound and sustainable and that they genuinely include local residents in the operation of the management company. In the early years of larger developments, developers will be responsible for maintaining outdoor play spaces and facilities until they have established management arrangements. This will allow for the establishment of facilities and planting. Developers are also required to produce management and maintenance plans for all on-site informal open space, formal outdoor sports and play facilities as part of reserved matters applications and to be approved by the council before work may commence. This will help ensure that outdoor play space and facilities are appropriately maintained up to the point of transfer and will also provide the Council or other management organisation with a helpful guide to ensure that maintenance is then continued at an appropriate level.

7.46 The management requirements of areas/features where the principle function is biodiversity provision will be developed/agreed on a site by site basis. This includes areas of woodland, scrub, grassland and wetland (inc. SuDS), veteran trees, green roofs and living walls.

7.47 Further guidance for green space transferred to the Council is provided in Appendix A.
Chapter 8  
Drainage, utilities & waste

This chapter provides broad guidance in relation to SuDs, waste and refuse and utility services.
DRAINAGE, UTILITIES & WASTE

DRAINAGE

8.1 Surface water drainage systems should be designed to collect and manage surface water flows from source to discharge point. They include Sustainable Drainage Systems (SuDS) using a hybrid system of infiltration and surface storage techniques (where feasible) and traditional piped network systems. It is important to consider the control, separation and minimisation of surface water runoff in an integrated manner. The surface water drainage strategy should follow the principles of the drainage hierarchy discharging surface water in order of priority to: the ground, a watercourse, a surface water sewers and a combined sewer.

8.2 The surface water management of the site is integral to informing the development layout. The initial conceptual drainage design should be considered at the outset of the design process and this will need to be discussed at a pre-application stage. The initial concept drainage design should consider the existing and modified flow routes, topography, ground conditions, runoff, drainage components (traditional and SuDS) and discharge locations. As the design process progresses, detailed stakeholder consultation should inform the outline and detailed drainage assessment.

8.3 Any solution must have regard to the approach set out in the Gateshead Council Strategic Flood Risk Assessment (SFRA) and NewcastleGateshead Surface Water Management Plan (SWMP) when considering discharge rates and assessment information for different types of drainage systems.

SUSTAINABLE DRAINAGE SYSTEMS (SuDS)

8.4 SuDS provide an alternative solution to conventional piped drainage methods. Where possible surface water runoff should be managed at source to reduce peak discharge rates and discharge volumes. To mimic natural catchment processes as closely as possible the 'SuDS management train' is required: a range of SuDS should be considered from property level prevention and source control measures to conveyance (e.g. swales) to surface storage techniques (e.g. infiltration/attenuation ponds). SuDS offer multifunctional benefits contributing to open space, creating wildlife habitats and improving water quality and should integrate with urban and landscape design.

8.5 A SuDS SPD will be prepared with local standards relating to design, construction, adoption and maintenance. Large phased developments and sites with multiple developers should use a Sustainable Design Drainage Code (SDDC) to agree the strategic site wide drainage principles and build phases with the LPA.

8.6 The piped surface water system discharging to adoptable SuDS (with the exception of highway drainage) must be designed and constructed in accordance with the principles detailed in the current version of Sewers for Adoption.

HIGHWAY DRAINAGE

8.7 Highway drainage serving highway to be adopted by the highway authority must be designed and constructed in accordance with the current version of the Gateshead Design Guide for Highways & Transport.

PUBLIC SEWERS

8.8 When the provision of adoptable SuDS is not reasonably practicable for engineering or viability reasons the surface water drainage system should be designed as a combination of property level SuDSs and public sewers. SuDS which discharge into the public sewerage system must be discussed at design outset with NWL. Development will be required to demonstrate that there is adequate foul and surface water capacity before connecting to the public sewerage system. Pre application discussions are strongly encouraged with Northumbrian Water to ensure all drainage matters are given adequate consideration from the outset. Further details can be found on NWL website at http://www.nwl.co.uk/business/dev-water-mains-and-services.aspx

http://www.gateshead.gov.uk/Search/
SURFACE WATER FLOODING-DRAINAGE EXCEEDANCE

8.9 The layout of the development site and the drainage system should be designed to mimic natural drainage flow paths and to ensure the development does not impact on off-site flood risk. Consideration should be given to the possible flooding caused by storm events that exceed the design capacity of the surface water systems. Flood water from exceedance events should be managed in exceedance routes to minimise the risk to people and property. Secondary flow paths should be routed away from buildings and directed along road channels, towards conveyance swales located within public open spaces, and opportunities to use green spaces and car parks to provide temporary flood storage should be considered.

8.10 Masterplanning of sites should manage overland flow paths in the development and use green infrastructure wherever possible to accommodate flow paths. Consideration should be given to the Environment Agency’s and the Council’s SFRA and SWMP surface water flooding maps.

8.11 Within each phase of development, the developer will provide additional plot storage to accommodate the 1 in 100 year return period event (with an additional 30% storage volume provided for climate change) without flooding to buildings or utility plant susceptible to water.

WASTE AND REFUSE

8.12 The storage and collection of refuse and recycling should be carefully considered so as not to visually detract from the overall appearance of the development. All residents should be provided with adequate internal and external storage, and be able to dispose of household waste conveniently. The layout of the development should be designed to ensure that collection by the responsible authority can be easy and efficient.

8.13 All houses and apartments should have adequate storage space for refuse and recycling containers within their own property boundary or shared space. The layout of bin storage areas should allow flexibility to adapt to new waste segregation and storage requirements given that waste policies are likely to change over the duration of the development and beyond. Such accommodation must have a positive impact on the streetscene and, for houses, must be located either behind the building line or at the rear of the property.


8.15 It must be possible for all refuse and recycling collections to be conducted from the adopted public road network, except where private rear courtyards or driveways are designed specifically to accommodate refuse vehicles. Where this occurs, the design of private streets must meet necessary standards with regards to turning areas and roadway construction, while at the same time fulfilling other coding requirements set out in this chapter.

WASTE STORAGE

8.16 Houses and apartments should be provided with sufficient internal storage space to encourage the segregation of recyclable materials.
STORAGE FOR HOUSES

8.17 Each house should have a hard, level surface within the property boundary of sufficient size to accommodate three wheeled bins (dimensions of containers available in the Waste & Recycling guide). The preferred location for storage is at the rear of the property. Wheeled bins should be stored within a designated structure.

8.18 Where cycle storage is proposed in the rear garden, a single structure should be designed to accommodate wheeled bins and cycle storage, although access should be via separate openings. Storage of wheeled bins within front gardens or driveways is not encouraged other than in exceptional circumstances, such as when the area is designed as an integral part of the building and the overall architectural design (see illustration on next page for how this might be achieved). Any bin store to the front of a property must be carefully designed to complement the overall building design or alternatively the dwelling type adapted to allow for an integrated bin store within the building envelope.

COLLECTION FROM HOUSES

8.19 Consideration must be given to collection arrangements and where residents need to leave their wheeled bins on collection days. All collections will only be made from collection routes.

8.20 Where properties are located off a collection route, such as private driveways on the development edge, residents will be required to take their wheeled bins to designated collection points agreed by councils located on the collection route. Such collection points should serve no more than five properties, whose boundaries must be no more than 20m from the collection point.

RUBBISH FOR APARTMENTS

8.21 High quality communal storage facilities should be provided for apartments. Communal wheeled bins will be used for multiple occupancy units and residents will be required to take refuse and recycling to the storage facilities.

WASTE COLLECTION

8.22 Tracking of collection routes will need to be demonstrated to the local authority to ensure that the width of roads are sufficient for the safe and efficient collection of refuse and recycling.

8.23 Where properties are located off a collection route, such as private driveways on the development edge, residents will be required to take their wheeled bins to designated collection points agreed by councils located on the collection route. Such collection points should serve no more than five properties, whose boundaries must be no more than 20m from the collection point.

8.24 The collection points should comprise a simple low-key area of level hardstanding sufficient to accommodate up to 15 wheeled bins (i.e. five properties). These should be designed as part of the public realm and be kept free of parked cars. Enclosures (i.e. fencing) or planting can be used to conceal bins.

COLLECTION FROM APARTMENTS

8.25 Access to bin stores for apartments should be well lit and overlooked. Storage facilities should be designed to enable wheeled bins to be manoeuvred without the need to move other containers.

8.26 They should be located no more than 10 metres from a location accessible to collection vehicles and must be on adoptable public road network.

LITTER BINS

8.27 Litter bins should be kept to a minimum and locations are to be agreed with the Council as part of reserved matters applications.

WHEELIE BINS

8.28 Vision 2030 sets out a programme of transformation for Gateshead, which includes six big ideas, one of which is Sustainable Gateshead. It states that we want Gateshead to increase the amount of waste recycled. The Council currently provides a waste and recycling collection service using light green wheeled bins (240 litre) for residential waste which goes for treatment/landfill. Blue wheeled bins (240 litre) with inner boxes for dry recycling (paper, glass, cans, plastic bottles and cardboard) and dark green wheeled bins (240 litre) for green waste, both of which are sent for further sorting and re-processing into recycled products.

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UTILITY SERVICES

GENERAL DESIGN PARAMETERS

8.29 The design of the utilities should be integral to the development so as not to visually impact on the environment.

8.30 An integrated approach should be adopted to the design and positioning of trees, lighting columns and other street furniture in order to coordinate these items with the installed utility services and swales.

8.31 The planting of trees in the immediate vicinity of new utility services and sewers should be avoided. Where it is not possible to comply with this requirement planting in close proximity to utilities must use an appropriate root barriers system as advised by the Gateshead Council.

8.32 Utility boxes and service entries should be hidden within the entrances or side elevations of individual houses depending on the building type and should not be clearly visible from the street. Where this is the only option a red/brown coloured cover as show in the example to the right will blend far better than a white box. The UK government has set a target for all UK homes to have a smart meter by 2019. On new housing these will increasingly be fitted as standard. These meters are capable of two-way communication and allows data to be read remotely or displayed on a device within the home, or transmitted securely externally. These devices can be fitted more discreetly so that a large externally mounted meter box is not required see examples on the right.

8.33 Careful consideration should be given to the siting of grills, vents, pipe work etc to ensure the buildings facades are not cluttered. Locations of letter boxes should be accessible to all including occupants in apartment buildings.

SUBSTATIONS

8.34 Where a substation is required, the following guidance must be observed:

8.35 The substation should be accommodated in a building separate from any residential units.

8.36 The substation building should be of brick or other masonry construction to be constructed on a concrete slab, notionally 4 x 4m, to suit the requirements of the owner of the electrical network.

8.37 The substation may be clad if required to blend into the adjacent properties. The substation building must be fitted with a double door that is afforded direct public vehicular access for regular maintenance purposes. If the substation is set back from the carriageway (by agreement with the network operator) then a ‘cable easement zone’ agreement covering the distance from the kerb edge to the substation itself will have to be arranged.

8.38 The substation building must be designed to integrate with the surrounding development in terms of materials, scale and architecture.
Chapter 9  Performance specifications and standards

This chapter set out the design and performance standards the Council will apply to new residential developments.
9.1 In October 2013 the Department of Communities and Local Government undertook a consultation on proposals to introduce national housing standards to rationalise and simplify the local standards and rules and codes that currently exist to guide and assess the building of new homes. The outcome from the Review was announced earlier this year. Since March the Government has introduced amendments to the Building Act 1984 to enable Building Regulations to set what are called “optional requirements”. These are requirements set at a level above the basic minimum in the Building Regulations 2010, which can be applied by a planning authority as a planning condition, where justified by need and subject to viability.

9.2 The Government intends to lay amendments to the Building Regulations 2010 in early 2015, which will include optional requirements in the areas of access and water efficiency. The Government has also indicated its preference to introduce mandatory Security Building Regulation requirement, applicable to all new homes. Drafts of these requirements are currently subject to consultation.

9.3 One area where it is proposed not to take forward a new standard in Building Regulations relates to space. However Government considers that there is a case for a national standard to replace different space standards applied by different local authorities.

9.4 Building for life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

9.5 Building for Life (BfL12) is led by three partners: CABE at the Design Council, Design for Homes and the Home Builders Federation, supported by Nottingham Trent University. BfL is based on the new National Planning Policy Framework and the Government’s commitment to build more homes, better homes and involve local communities in planning.

9.6 All schemes should aim to achieve ‘Building for Life Diamond’ status as exemplars giving developers and the Council the opportunity to acknowledge and promote good design. Diamond status is available prior to build completion, offering developers the opportunity to market their development using Building for Life.

9.7 The BfL12 questions will be used by the Planning Authority to help assess the quality of proposed and as to a tool to help structure discussions between the Council and the Developer.

LIFETIME HOMES

9.8 The design criteria forming the Lifetime Homes standard relate to interior and exterior features of the home. There are a total of 16 design criteria. Each is valuable in itself, but a dwelling must incorporate all current criteria to achieve the Lifetime Homes standard. Saved UDP Policy H9 requires all new housing developments on sites of 1.0 hectares or more or with potential for the development of 25 or more dwellings will be required to include a minimum of 10% dwellings to be constructed to ‘Lifetime Homes’ standards.

9.9 Wheelchair accessibility was chosen as the benchmark for a good space requirement. Good space requirements benefit most people in a variety of ways and not just wheelchair users – for example, parents with small children and the equipment they require (pushchairs, prams, toys), people carrying shopping or other large items in and out of the house, older people who find it easier not to use stairs, people with a range of temporary or permanent mobility impairments. Good accessibility helps everyone.

9.10 For detailed information on requirements, illustrations and answers to frequently asked questions relating to each of the 16 design criteria is laid out on the Lifetime Homes website:

www.lifetime.homes.org.uk

WHEELCHAIR HOUSING

9.11 Saved UDP Policy H10 requires all new housing development on sites of 1.0 hectare or more or with potential for the development of 25 or more dwellings, including conversions and changes of use, on sites which are suitable for people with disabilities, will be required to include a minimum of 2% of dwellings to be built, or be capable of adaptation without structural alteration, to Wheelchair Housing Standards.

FLEXIBLE HOMES

9.12 Flexibility should be built into dwellings from the outset and should be capable of change to meet people’s changing lives, needs and expectations for example people working from home, growing families and shrinking households. Consideration should be given to dwelling types that incorporate design features that ensure the unit is more easily capable of future extension than a ‘standard dwelling’ - with either reduce cost or construction work or both.

9.13 There are two main types of flexibility:

- Buildings which are easy to extend or adapt - resulting in the provision of additional floor-space
- Buildings which offer internal flexibility, but no additional floor-space (such as adaptable or flexible floor plates)

Both options should be considered when designing or selecting specific house types for a site.
SPACING STANDARDS

9.14 There is a considerable amount of evidence which shows that new homes in the UK lack space. Comparison with other European countries shows that on average the UK builds the smallest homes and do not have minimum space standards. Rooms should be of a sufficient size to allow them to function in relation to their defined use. Housing size often determines how comfortable a space feels and how much privacy is achieved within it. Good design and creative use of space can provide high quality and appropriate densities.

9.15 The Council will encourage new homes to be designed to meet the proposed nationally described space standards and will develop a policy in the forthcoming Development Management DPD to ensure delivery of appropriately sized dwellings.

The proposed national standards are set out below.

The Internal Design Standard requires that:

a. every dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1

b. every dwelling with two or more bedspaces provides at least one double (or twin) bedroom

c. in order to provide one bedspace, every single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide

d. in order to provide two bedspaces, every double (or twin bedroom) has a floor area of at least 11.5m²

e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide

f. any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the GIA)

g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all

h. the minimum floor to ceiling height of the main living space is 2.5m for at least 75% of the Gross Internal Area.

<table>
<thead>
<tr>
<th>Number of bedrooms</th>
<th>Number of bed spaces</th>
<th>1 storey dwellings</th>
<th>2 storey dwellings</th>
<th>3 storey dwellings</th>
<th>Built in storage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>1p</td>
<td>39 (37)*</td>
<td></td>
<td></td>
<td>1.0</td>
</tr>
<tr>
<td>1 b</td>
<td>2p</td>
<td>50</td>
<td>58</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>2 b</td>
<td>3p</td>
<td>61</td>
<td>70</td>
<td></td>
<td>2</td>
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<tr>
<td></td>
<td>4p</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 b</td>
<td>4p</td>
<td>70</td>
<td>84</td>
<td>90</td>
<td>2.5</td>
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<td></td>
<td>5p</td>
<td>86</td>
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<td>6p</td>
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<td>102</td>
<td>108</td>
<td></td>
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<tr>
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<td>5p</td>
<td>90</td>
<td>97</td>
<td>103</td>
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<td>7p</td>
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<td>138</td>
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</tbody>
</table>
Chapter 10  Technical Appendices
<table>
<thead>
<tr>
<th>Type of green space</th>
<th>Guidance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grassed areas</td>
<td>Grass will be cut on a 3 week cycle and cuttings left in situ.</td>
</tr>
<tr>
<td>Larger grassed areas</td>
<td>Larger grassed spaces may be left to meadow, or only cut once or twice per year, though a metre strip will be cut to prevent encroachment plus a metre strip through the space following pedestrian desire lines.</td>
</tr>
<tr>
<td>Grassed embankments</td>
<td>Grass will not be cut on embankments greater than circa 45 degrees. Areas designated to be cut that cannot be reached with the Council’s standard grass cutting machinery will be strimmed once a year. Cutting steeper embankments can be problematic due to the specialist machinery required. All ride on machinery can cut up to 12 degrees, then pedestrian only machinery can cut up to 25 degrees. Specialist machinery can cut up to 45 degrees beyond this grass will either be cut with a strimmer once per year or left if there are health &amp; safety issues. Consideration may be given to ecological habitat areas which remain undisturbed/inaccessible on steep embankments and require little maintenance</td>
</tr>
<tr>
<td>Shrubs</td>
<td>Consideration should be given to shrub species, planting mix etc to minimise maintenance. It is recognised that shrub planting may be desirable alongside hedgerows to improve the setting of new housing or contribute to a wider landscape strategy for a residential development.</td>
</tr>
<tr>
<td>Trees</td>
<td>All decisions regarding new tree planting should be based on the site specific needs, constraints and limitations of the development. Detailed tree planting guidance including general tree management can be found in Gateshead Council’s Tree and Woodland Management Strategy 2013 (section 6.00). Wherever possible, healthy existing trees shall be retained and protected.</td>
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</tbody>
</table>