

EAST BOLDON **FORUM**

EAST BOLDON **NEIGHBOURHOOD PLAN**



PRE-SUBMISSION DRAFT
OCTOBER 2020

Foreword

East Boldon, a village full of character with a great sense of community that should be preserved and enhanced for the wellbeing of its current and future residents, as well as the wider borough; a great place in which to grow up, work and live life to the full.

The ability to prepare neighbourhood plans has come out of the Localism Act. They are a way for local communities to be closely involved in the decisions which affect them and their areas. The East Boldon Neighbourhood Plan has been developed to establish a vision for the village and to help deliver the local community's aspirations and needs for the plan period 2020-2036. Once adopted, it is a statutory document that will be incorporated into the district planning framework and must be used by South Tyneside Council to determine planning applications.



Figure 1: Lorne Terrace

Our plan has been produced by local residents who have come together to form East Boldon Forum, using the views of the residents of the village. The forum has consulted widely and listened to the community and local organisations on an extensive range of issues that will influence the well-being, sustainability and long-term preservation and enhancement of our semi-rural community. Every effort has been made to ensure that the views and policies contained in this draft plan reflect those of the majority of East Boldon residents as well as those who work in the village.

A neighbourhood plan has many benefits. The East Boldon Neighbourhood Plan has been developed by volunteers from the village to:

- protect the village from uncontrolled, large scale, or poorly placed development;
- ensure that development is sympathetic to and improves the look and feel of the historic character of the village;
- ensure that new homes reflect the needs of the residents, e.g. affordable, first and retirement homes;
- minimise the loss of greenfield sites and maximise the use of brown field sites to prevent the loss of Green Belt;
- facilitate the success of our local businesses as well as sport and leisure facilities;
- maintain our transport links to surrounding areas, while improving access to walking and cycling routes in and through the plan area and access to the countryside beyond;
- support the delivery of the council's Climate Change Strategy;
- protect our diverse and unique natural environment that is so vital to the character of East Boldon;
- give the village the potential to access community infrastructure levy funding to improve village facilities and allow community groups to continue to emerge and flourish;
- identify, through community actions, additional projects to improve East Boldon's facilities, services and local environment, as well as address issues beyond the scope of the planning policies, including concerns over car parking; and
- ensure the adoption of up to date residential and non-residential parking standards that address current circumstances and are applied to new development proposals.

Copies of all of the documents referred to in the plan and details of all of the consultations that we have held can be found on our website: www.eastboldonforum.org.uk/ I encourage you to look at the plan and the supporting documents and provide feedback, to ensure the plan that we submit to South Tyneside Council reflects the views of the local community.

I would like to thank the members of the East Boldon Forum and pay tribute to their work since November 2016. Without their tireless dedication and attention to detail it would not have been possible to produce this draft neighbourhood plan. We should also thank Jo-Anne Garrick, our planning consultant, who has given us invaluable professional advice and guidance in compiling the neighbourhood plan and South Tyneside Council for providing background data and maps. Finally, I would like to thank the staff of East Boldon Junior School and the United Reform Church Hall for hosting and facilitating our consultation events, as well as the Grey Horse Pub and East Boldon Scout Group for providing a roof over our heads!

Kirstin Richardson
Chair, East Boldon Forum

Contents

Foreword	2
1. Introduction	6
Background to neighbourhood planning	6
Planning context	6
Background to the East Boldon Neighbourhood Plan	7
How to get involved	8
Next steps	8
2. The key issues for the East Boldon Neighbourhood Plan	10
Background to East Boldon	10
Key issues	15
3. Vision and objectives	17
Vision	17
Objectives	17
4. Sustainable Development	20
Background	20
Sustainable development	20
General location of new development	21
5. Built and historic environment	23
Background	23
Design	23
Heritage assets	25
6. Natural environment	28
Background	28
Green and blue infrastructure	28
Landscape	30
Biodiversity	31
Protecting trees and woodland	32
7. Local economy	34
Background	34
Employment	34
Homeworking	35
Cleaton Lane Industrial Estate	36
Local retail centre	37
8. Housing	39
Background	39
Housing delivery	39
Housing mix	41
Affordable housing	42
9. Community wellbeing	44
Background	44
Community services and facilities	44
Local green space	45
Protected open space	46

Infrastructure	47
10. Transport and movement	49
Background	49
Sustainable transport and new development	49
Metro parking	50
Parking	51
Active travel routes	54
Annex 1: Community actions	55
Annex 2: Design codes	58

1. Introduction

Background to neighbourhood planning

- 1.1 Neighbourhood planning is a right for communities introduced through the Localism Act 2011. Neighbourhood plans are community-led, prepared by parish councils and in areas without parish councils they are prepared by neighbourhood forums. Plans set out guidance on how new development will be managed. They do this by creating land use 'planning policies'. Plans can deal with a wide range of issues like housing, employment, heritage and transport. In some cases, they may only focus on one or two issues that are of particular importance in a local area. Policies within neighbourhood plans cannot block development or support less than already committed in the statutory development plan. What they can do is shape where that development will go and what it will look like.
- 1.2 Neighbourhood plans can also cover issues which are not related to the use and development of land. They can provide a useful document in which a neighbourhood forum can establish priorities for action to improve their area. These are often referred to as 'community actions'. However, the main purpose of a neighbourhood plan is to set policies for the use and development of land.
- 1.3 Once a neighbourhood plan has been: examined by an independent examiner, agreed at the referendum stage by the local community and 'made' (brought into legal force) by the local planning authority, it becomes part of the statutory development plan. Planning law requires that planning applications are determined in accordance with the development plan, unless material planning considerations indicate otherwise.

Planning context

- 1.4 As they are part of the development plan, neighbourhood plans must be prepared in accordance with legal requirements. The way in which neighbourhood plans are prepared and the policies they contain are tested by an independent examiner who assesses whether the plan meets the 'basic conditions' to ensure they are legally compliant. Neighbourhood plans must:
 - Have regard to national planning policy and guidance;
 - Be in general conformity with the strategic policies of the development plan;
 - Contribute to the achievement of sustainable development; and
 - Be compatible with European obligations.

National planning policy and guidance

- 1.5 National planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) respectively.

Development plan

- 1.6 Currently, the development plan for the East Boldon Neighbourhood Plan area consists of a number of documents within the South Tyneside Local Development Framework: Core Strategy (2007); Development Policies (2011) and Site Specific Allocations (2012). The development policies document contains a set of generic policies against which planning applications for new development are assessed. As the neighbourhood plan is required to be in general conformity with the strategic policies of the development plan, the policies contained within the South Tyneside Development Policies document are not considered to be strategic policies and therefore are not applicable.

- 1.7 South Tyneside Council (STC) are currently preparing a new local plan that will replace the existing policies. STC has undertaken four rounds of engagement on issues and options for the emerging local plan: Local Plan Key Issues & Options (April 2013); Issues Review of Policies and Guidance (2014); Local Plan Growth Options (July 2015); and Local Plan Pre-Publication Draft (August 2019).
- 1.8 The East Boldon Neighbourhood Plan ('the plan') has been informed by both the adopted and emerging planning policies and their associated evidence base.

Sustainable development

- 1.9 The purpose of the planning system is to help achieve sustainable development as defined by the NPPF. This specifies that the presumption in favour of sustainable development should be the basis for every plan and every planning decision. In brief, 'sustainable development' is about growth which delivers economic, environmental and social progress for this and future generations. The basic conditions statement, that will accompany the submission plan, will explain how the implementation of the plan is expected to contribute to sustainable development.

European obligations

- 1.10 Neighbourhood plans must be compatible with EU obligations, specifically strategic environmental assessment (SEA) regulations and habitats regulations, through an appropriate assessment (AA). The SEA is a way of ensuring that the environmental implications of policies are taken into account before plans are brought into force. The AA process aims to ensure that the plan will not result in significant damage to internationally important nature conservation sites. STC provided a screening opinion on whether a SEA and/ or AA was required for the plan. The [screening opinion](#) is available on the STC website. The conclusion was that the neighbourhood plan is unlikely to result in significant environmental impacts and as such does not need a SEA. In addition, that the neighbourhood plan will not have a likely significant effect in relation to the habitat regulations.

Background to the East Boldon Neighbourhood Plan

- 1.11 In January 2018, the East Boldon Neighbourhood Area (see figure 3) and corresponding East Boldon Neighbourhood Forum were designated. The process of preparing the plan began before the formal designation of the neighbourhood area. In July 2017, a community engagement drop-in session was held to raise awareness of the opportunities presented by neighbourhood planning and to engage a broad a range of people from the local community as possible. In June 2018, feedback was sought on eight draft objectives for the neighbourhood plan as well as a vision for East Boldon.



Figure 2: Consultation event at East Boldon Junior School

- 1.12 Two further periods of engagement were held in March and June 2019. The March engagement asked for feedback on issues concerning car parking, the natural environment and housing. The June engagement asked for feedback on the local economy, built and historic environment, transport and movement, community wellbeing and flooding.

- 1.13 Alongside the engagement with the local community the forum has engaged with local businesses, other organisations, primarily through a ‘wellbeing survey’ and held discussions with other key stakeholders such as local schools and Nexus.
- 1.14 All of the early engagement has informed the preparation of this document, which is the pre-submission draft plan. The draft plan identities:
- The context in which the plan has been prepared – an overview of East Boldon, the **opportunities and challenges** for the plan to address;
 - A **positive vision** for the future of the East Boldon Neighbourhood Plan area;
 - How the vision of the plan will be **delivered through planning policies** i.e. the policies that **will be used to determine planning applications** within the plan area - providing a framework for sustainable development; and
 - How the vision of the plan will be **delivered through community actions** i.e. measures which are **intended to encourage action and influence decisions** taken by relevant bodies.
- 1.15 Full details of the engagement undertaken to inform the preparation of the plan will be included within a statement of consultation which will accompany the submission draft plan.
- 1.16 The period covered by the plan is to 2036, this aligns with the emerging South Tyneside Local Plan. During this period, the neighbourhood plan will be reviewed and updated where required.
- 1.17 The background documents that have informed the preparation of this pre-submission plan are available online at: www.eastboldonforum.org.uk

How to get involved

- 1.18 The draft plan has been informed by significant community engagement and evidence work. We need your input to ensure the plan and policies we have drafted fully reflect the views of local people.
- 1.19 You can let us know your views on this draft plan in the following ways:
- By email to: info.eastboldonforum@gmail.com;
 - By letter to: East Boldon Forum, C/o Boldon & Cleadon Community Library, Boker Lane, East Boldon, NE36 0RY.
- 1.20 Comments must be received by **Monday 7 December 2020**.

Next steps

- 1.21 Following the end of the consultation period the forum will review the responses received and identify if any changes need to be made to the plan and its evidence base.
- 1.22 The current timetable for the next stages of the plan making process are:
- Submission of the plan to STC for examination: winter 2020;
 - Consultation on the submission plan: winter/ spring 2021;
 - Examination of the plan by an independent examiner: spring 2021;
 - Referendum: summer 2021;
 - Neighbourhood plan ‘made’ by STC: summer 2021.

Figure 3: East Boldon Neighbourhood Plan Area

2. The key issues for the East Boldon Neighbourhood Plan

Background to East Boldon

The growth of the village

- 2.1 East Boldon is part of 'the Boldons', a collection of settlements once part of County Durham but, since 1974, within the southern part of the Borough of South Tyneside. The wider area has clear agricultural and mining roots, even though these activities have now largely faded.

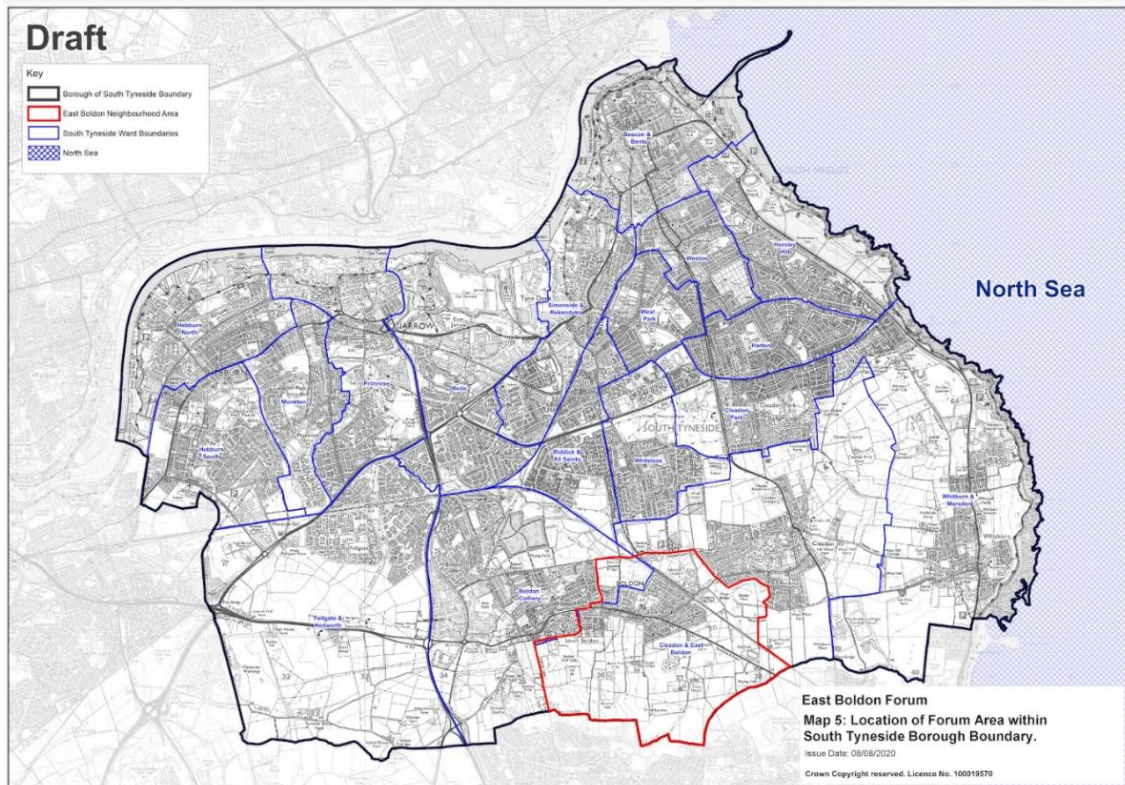


Figure 4: Location of the plan area within South Tyneside Borough Boundary

- 2.2 First references to East Boldon were made in parish registers in 1574. However, it is possible that East Boldon was in existence since the 13th century. By 1700 East Boldon was identified as a small farming community, subsidiary to the more substantial West Boldon. In 1665, there were 15 dwellings in East Boldon, including five large farms, together with joinery, blacksmith and wheelwright businesses. In 1751, there were historical references to an alehouse, and both farms and garths are mentioned. Figure 5 shows Front Street in around 1850.

- 2.3 Until the middle of the 19th century, East Boldon remained small and rural; in 1828 only 28 people, including 15 farmers, were listed as residents. Substantial change came with the onset of the industrial revolution and the construction of Brandling Junction Railway in 1839 between Newcastle and Sunderland. Cleadon Lane station opened that year, subsequently renamed East

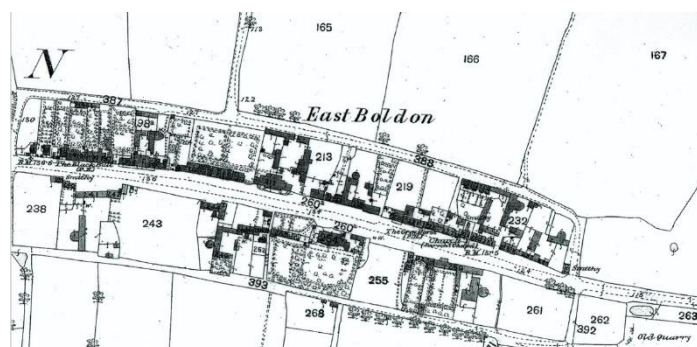


Figure 5: East Boldon c.1850

Boldon station in 1898. As a result of the railway and station, the village began to be used as a commuter settlement, with new railway-related businesses.

- 2.4 From the mid-19th century, new educational and religious buildings were developed. By 1876 the number of farmers had fallen to five and a wider range of other occupations now existed. Towards the end of the 19th century, East Boldon had become a fashionable place to live and by 1890 the village had overtaken West Boldon in both population and the number of trades listed. This growth can be seen between 1876 and 1898, as new terraces appeared to the east of the village core along Sunderland Road and Station Road.
- 2.5 Terraces were then built on Langholm Road, St George's Terrace, St John's Terrace, Whitburn Terrace, Charlote Terrace and on Sunderland Road and Ferndale Avenue. Additional retail facilities were built in 1918 at the junction of Station Road and Sunderland Road (Black's Corner), and the adjacent Co-operative premises on St Bede's. St George's Church was built in 1922. In 1930, East Boldon became a separate parish from West Boldon.



Figure 6: Langholm Road



Figure 7: St George's Church

- 2.6 In the pre-war era, non-traditional rendered and white painted houses were built to the south side of South Lane (1-12 Belle Vue Villas). The houses dramatically changed the appearance of the village from both the north and south. Further houses were later built to the south east (Mundles Lane) and Mundles Lane Park was also developed. Around this time, additional housing was provided to the south of St Mary's Terrace, creating Natley Avenue.
- 2.7 In the early 1950s the Somerset Estate was built to the south of Somerset Terrace. Alison Drive, Coulton Drive, Hunter Close and Hiram Drive, and the cherry tree lined Gordon Drive, which linked the development to Front Street, were added. Around this time a small number of council houses (a first and last for East Boldon), were built next to Ferndale Avenue, creating the present Whitburn Terrace. At a slightly later date Ferndale Grove, a development of detached bungalows, was built parallel to Ferndale Avenue. The 1950s saw the extension of the areas around the short Edwardian terraces on Langholm Road and The Hawthorns, which would become Beckenham Avenue and Close, and Ravensbourne Avenue.



Figure 8: Ravensbourne Avenue

2.8 During the 1960s, there were significant large-scale housing developments:

- The 'Lyndon' estate to the south of Western Terrace (A184). In conjunction with the Hardie Drive/Keats Avenue estate in West Boldon, the physical separation between the two villages was then lost;
- Infill housing along Station Road and Approach; and at 1-5 South Lane; and
- An estate to the north of St John's Terrace, resulting in Coltere Avenue, Glencourse and Burnside.

2.9 An important development in the 1960s was the construction of the new junior school. Together with the much later nursery, these buildings are surrounded by extensive playing fields – the sense of open space and greenery is enhanced by the adjacent Grange Park. The Orchard development on South Lane was built in the 1970s, on the site of the former South Farm. In the 1980s, a short infill terrace was built at the beginning of North Lane.



Figure 9: East Boldon Junior School



Figure 10: The Paddock

2.10 The 1990s saw the largest housing development in East Boldon's history, the construction of 300 houses on land, to the north of North Road and Lane (The Paddock and The Pastures). This development resulted in the construction of the new Boker Lane, with the old narrow link road to South Shields becoming a bridleway (between the two estates).

2.11 The late 20th century saw a variety of different types of development including:

- The continuing development of Cleadon Lane Industrial Estate – a large industrial and commercial area on the northern side of the railway line;
- Small infill development of flats adjacent to the Auction Galleries – 16-22 Front Street;
- Redevelopment of The Grange site on Front Street, to create sheltered accommodation;
- Birchwood (Sunderland Road/Whitburn Terrace), a block of flats;
- Langholm Court (Station Approach/Langholm Road), a complex of retirement apartments;
- Yellow Leas Farm, South Lane – a mix of new houses and conversions;
- Victoria Farm, South Lane (former Town End Farm) – residential conversion of former farm buildings;
- West Farm, North Road – small courtyard development.

2.12 Early in the 21st century, a small development of detached houses was built on an infill site, 14-18 Bridle Path (former paddock) and a retirement complex was completed (Willowbank Court), between Station Approach, the railway and Beckenham Close. A new housing project is now under construction at the junction of Whitburn Road and Moor Lane (former Gordon Durham offices/depot).

- 2.13 In 2002 the Newcastle-Sunderland railway line was converted to become part of the Tyne and Wear Metro system and a new station was built on the site of the old one. The introduction of the metro had a major impact on village life.



Figure 11: Tyne and Wear Metro at Tiledshed Lane Crossing

- 2.14 The principal land use in the plan area is now private residential properties. It comprises an eclectic mix of 17th, 18th and 19th century dwellings, together with later developments. Although the village has been greatly extended beyond its original 17th century core it retains its sense of identity character and purpose.

Population and housing

- 2.15 As a result of the nature of the boundary of the plan area, it does not match any statistical or administrative geographical unit. The population based on a number of aggregated census output areas is estimated to be 5117¹. The boundary of the forum area encompasses the East Boldon area of the Cleadon and East Boldon Ward together, with a small section of the Boldon Colliery Ward, as identified in figure 12.

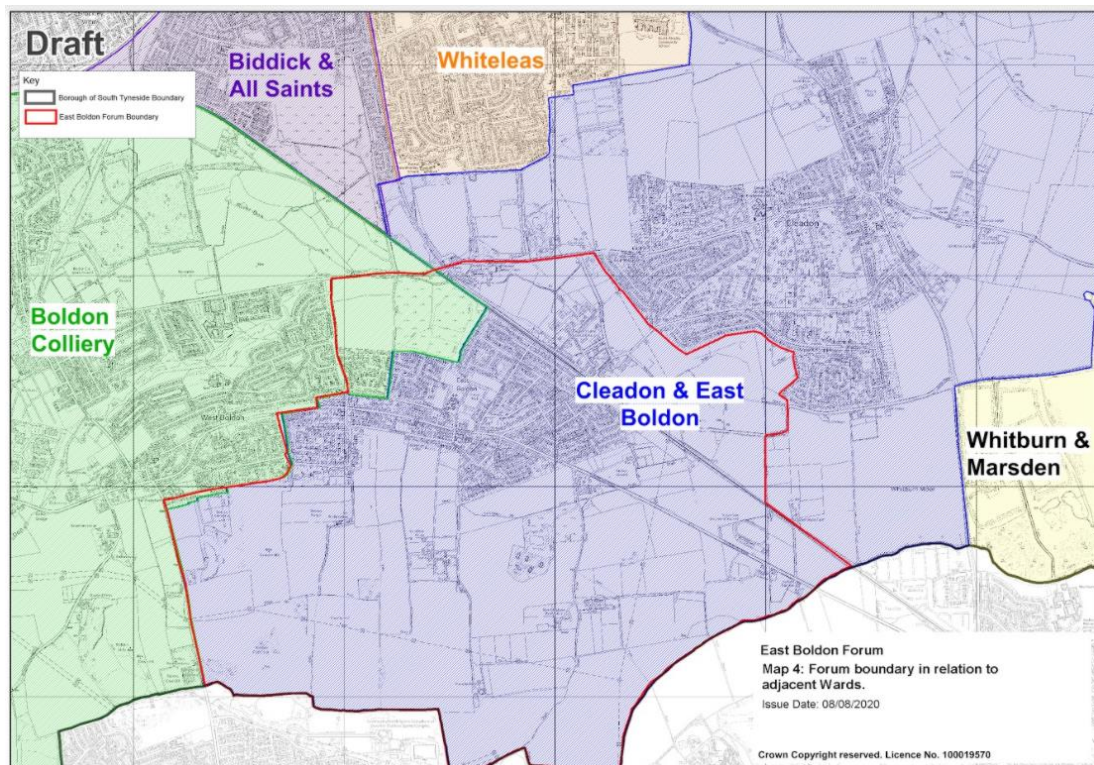


Figure 12: Forum boundary in relation to adjacent wards

- 2.16 The plan area has a slightly older population than South Tyneside as a whole, with higher proportions of people aged 65 and over, with 35% of homes headed by those aged 65 and over, which is 7% higher than South Tyneside as a whole. The most common population group are those aged 35 to 54, which forms 40% of the population of the plan area.

¹ See [Housing Needs Assessment](#)

- 2.17 The 2011 census illustrates that home ownership is the most common tenure within the plan area, with 86.8% of the 2191 properties owned. Social rented accounts for 6.8% of the properties within the plan area and private rented at 5.8%. Whilst the level of private renting increased between the last two censuses (25 to 126), owner occupation continues to dominate the housing market.
- 2.18 The majority of properties within the plan area are semi-detached (43%), compared to 41.2% in South Tyneside and 31.2 in England. The second most prominent dwelling type is terraced at 24.7%, compared to 41.2% in South Tyneside and 24.5% in England. Detached properties make up 23% of the stock, compared to 8% in South Tyneside and 22.4% in England. Flats, maisonettes and apartments only account for 7.7% of the stock, compared to 16.4% in both South Tyneside and England.
- 2.19 Most of the housing stock in the plan area can be considered to be family dwellings, with four rooms or more and 60.9% of these are large properties, with six rooms or more. The remaining 33.3% of homes are of medium size, with four to five habitable rooms.

Employment, services, facilities and connectivity

- 2.20 The plan area contains around 100 businesses, these include businesses within the retail, leisure, service and industrial sectors. A number of important services are provided across the plan area, such as: hairdressers, barbers, vehicle repair, sports services, property construction and maintenance, cafes, restaurants and pet services. There are also important community facilities including: East Boldon infant and junior schools, nursery provision, sheltered accommodation, dental surgery, pharmacy, religious facilities, public houses, social club and a greyhound stadium.



Figure 13: Station Terrace shops

- 2.21 Many clubs operate across the plan area, including: tennis, golf, cricket, squash, archery, scouts and girl guides. Local community groups and businesses provide a variety of activities and events, including: social drinking, family fun events, summer camps, coaching, functions, private parties, sporting competitions and live music events.
- 2.22 The plan area is located within close proximity to two major roads: the A19, which provides direct access to York, Teesside, Sunderland and the north via the Tyne Tunnel; and the A184, which provides direct access to Gateshead, Sunderland and Newcastle. East Boldon Metro Station provides regular access to Newcastle, Gateshead, North Tyneside and Sunderland. Seven bus routes cross the plan area, however only three pass directly through the village. The plan area also contains a number of public footpaths and cycle routes.

Environment

- 2.23 Residents of the plan area benefit from easy access to a wealth of green spaces which are vital to the character of the area, including: Grange Park; Mundles Lane Play Area; Mundles Lane; the bridleways at Boker Lane and adjoining the railway line; Victoria allotments; Dipe Lane Cemetery; Front Street War Memorial Garden; land adjacent to St George's Church; Boldon Golf Course; the cricket ground; as well as the surrounding Green Belt.



Figure 14: Mundles Lane Playground - looking towards the areas of high landscape value



Figure 15: Boldon Flats Local Wildlife Site

2.24 There are also important environmental designations within the plan area, including the Boldon Pastures Site of Special Scientific Interest (SSSI) which lies to the east of the plan area; areas of woodland and grade 2, 3a and 3b agricultural land. The plan area is identified as important for farmland birds, including corn bunting, grey partridge, lapwing, snipe, tree sparrow and yellow wagtail.

2.25 East Boldon has a rich built and historic environment. It includes a wealth of designated heritage assets, including the East Boldon Conservation Area and seven grade II listed buildings. In addition, there are 21 locally listed buildings. A further eight non-designated heritage assets have been identified as part of the work on the plan. [The East Boldon Community Character Statement](#) provides an up to date list of all heritage assets.



Figure 16: Boldon House, Front Street, East Boldon Conservation Area

Key issues

- 2.26 Early engagement identified that there were a number of important issues for the neighbourhood plan to look to address, including the:
- Importance of natural and built environment and the heritage of the area and the role of the Green Belt in protecting this;
 - Concern over the impact of insensitive new housing development could have on the character of the area;
 - Impact of car parking on residential amenity and the character of the area;
 - Lack of affordable housing;

- Need to protect and enhance services and facilities, as well as providing improvements to infrastructure;
- Traffic levels/ highway safety;
- The need to protect important open spaces from development; and
- Impact of the ageing population.

2.27 The feedback from early engagement informed the preparation of the vision and objectives for the neighbourhood plan as well as the planning policies and community actions, which present opportunities to tackle the issues identified.

3. Vision and objectives

Vision

- 3.1 The vision sets out what the East Boldon Neighbourhood Plan intends to achieve over the plan period to 2036. It informs all of the draft policies and community actions contained within this pre-submission plan.

A vision for East Boldon in 2036
<p><i>East Boldon remains a thriving village full of character.</i></p> <p><i>It has a strong sense of community where local schools and voluntary groups, including sport and leisure organisations, play an important part in bringing people together.</i></p> <p><i>It is home to a wide range of successful businesses. These make an important contribution to village life and are actively supported by local people.</i></p> <p><i>It is blessed with wonderful green spaces on all sides, much of which is safeguarded by Green Belt status. This has done much to protect the village from urban sprawl and help maintain its identity and separation from other settlements as well as providing important habitat for wildlife.</i></p> <p><i>Infrastructure has been delivered to support the needs of the local community and businesses.</i></p> <p><i>New development is sensitive to the character of the village, it provides opportunities for the enhanced wellbeing of its residents, and ensures an environment which is rich in landscape for wildlife. In short, new development is sustainable in every sense.</i></p> <p><i>The needs of local residents, both young and old, is a major consideration in the type and location of all new development.</i></p> <p><i>The need to keep the local community together by providing the right mix of housing is seen as a priority.</i></p> <p><i>Any new development is seen as an opportunity to address the issue of parking and not add to it.</i></p>

Objectives

- 3.2 To deliver the vision, eight objectives have been developed. These objectives clearly relate to the issues identified through early engagement with the local community and other stakeholders. The early engagement endorsed the objectives and the mission of the plan to protect and enhance the special nature of the village now and for future generations.

Objectives
<p>Objective 1 - Sustainable development:</p> <ul style="list-style-type: none">• Ensure new development makes a positive contribution to social, environmental or economic needs and that any negative impacts, particularly those contributing to climate change, are adequately mitigated. <p>Objective 2 - Built and historic environment:</p>

- Ensure new development makes a positive contribution to a safe and well-designed built environment and that it respects the historic environment of the neighbourhood plan area.

Objective 3 – Natural environment:

- Plan positively for the creation, protection and enhancement of networks of biodiversity and green infrastructure in the neighbourhood plan area including ensuring that there are linkages to wider green infrastructure networks.

Objective 4 – Local economy:

- Support the sustainable creation and protection of employment opportunities in the neighbourhood plan area, and the vitality of the village and local centre.

Objective 5 – Housing:

- Create and maintain a balanced and sustainable community by providing a positive framework that recognises the different types of homes that all current and future residents of the neighbourhood plan area need.

Objective 6 – Community wellbeing:

- Contribute to community wellbeing by ensuring that the neighbourhood plan area's community, especially its older and younger people, have access to the services and facilities they need.

Objective 7 – Flooding and sustainable drainage:

- To reduce the causes and risks of flooding in the neighbourhood plan area.

Objective 8 – Transport and movement:

- Manage the transport network of the neighbourhood plan area to be safer, more efficient and more environmentally friendly for all users, while ensuring adequate parking is available to meet the needs of residents, visitors and businesses.

3.3 The draft planning policies and community actions contained within the plan, will deliver the objectives. The table below illustrates which planning policies will deliver the relevant objectives.

Planning Policy	Plan Objective
EB1: Sustainable development	All objectives
EB2: General location of new development	1, 2, 3, 5, 6 and 8
EB3: Design	All objectives
EB4: Heritage assets	2
EB5: Green and blue infrastructure	3, 6 and 7
EB6: Landscape	3
EB7: Biodiversity	3
EB8: Protecting trees and woodland	2 and 3
EB9: Employment	1, 2, 3, 4 and 6
EB10: Homeworking	1, 4, 5, 6 and 8
EB11: Cleadon Lane Industrial Estate	1, 4, 5, 7 and 8
EB12: Local retail centres	1, 2, 4, 6 and 8
EB13: The delivery of new housing	1, 2, 3, 5 and 7
EB14: Housing mix	1 and 5
EB15: Affordable housing	1 and 5
EB16: Community services and facilities	6
EB17: Local green space	1, 2, 3 and 6

Planning Policy	Plan Objective
EB18: Protected open space	1 and 6
EB19: Infrastructure	1, 4, 5, 6 and 8
EB20: Sustainable transport and new development	1, 2, 3, 4, 6 and 8
EB21: Metro parking	1, 2, 4, 6 and 8
EB22: Cycle storage and parking	1, 2, 4, 6 and 8
EB23: Residential parking standards	1, 2, 6 and 8
EB24: Non-residential parking standards	1, 2, 4 and 8
EB25: Active travel routes	1, 3, 6 and 8

4. Sustainable development

Background

- 4.1 Plan objective 1 seeks to ensure that new development makes a positive contribution to social, environmental or economic needs. As a result, this is an overarching objective that applies to all elements of the plan and its policies.

Sustainable development

- 4.2 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. It highlights three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. The NPPF therefore includes a presumption in favour of sustainable development.
- 4.3 The requirement for the planning system to meet the challenge of climate change is identified within the NPPF. It stresses the need to: shape places in ways which contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources; and support renewable and low carbon energy. Planning policies are therefore required to take a proactive approach to mitigating and adapting to climate change, including considering the long-term implications of flood risk.
- 4.4 Concerns regarding flood risk have been raised by the local community during early engagement. Areas have been identified as being prone to flooding as well as fears of the impacts of higher rainfall and limited sewer capacity. The [natural environment background paper](#) provides details of the flood zones affecting the plan area. These are also identified in the South Tyneside Strategic Flood Risk Assessment (2018) and are available on the [Environment Agency website](#). Both the NPPF and NPPG contain detailed guidance for the consideration of flooding as part of new development proposals. In addition, the draft local plan contains a policy on flood risk and water management. This policy identifies that flood risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk of flooding. The policy identifies what should be taken into account in order to consider flood risk and where a flood risk assessment and sustainable drainage systems will be required.



Figure 17: Flooding, Green Lane

- 4.5 In addition, the need for decisions on planning applications to fully consider the impact of contaminated and unstable land has been identified by the local community. Development on land that is or maybe affected by contamination and/or land instability will be supported where the developer can demonstrate that it is suitable for the proposed use, including through appropriate remediation. A site will be suitable for the proposed use if it does not result in unacceptable risk or harm to human health, the environment, property or significantly pollute controlled waters.

- 4.6 The neighbourhood plan has an important role in supporting the delivery of sustainable development and meeting the challenge of climate change. Policy EB1 requires all new development proposals to be determined in accordance with the presumption in favour of sustainable development. This policy will support the delivery of all the plan objectives.

Policy EB1: Sustainable development

A presumption in favour of sustainable development will be exercised in the determination of development proposals. In seeking to ensure that development is sustainable, it will be necessary to demonstrate, where appropriate, how the development would:

- a. Make efficient and effective use of land, by encouraging the re-use of viable previously developed land and buildings where possible;
- b. Minimise the impact and mitigate the likely effects of climate change, including flood risk;
- c. Minimise any impact on amenity for new and existing residents, business and other land uses in the vicinity of the proposed development;
- d. Protect or enhance the significance of heritage assets and their settings;
- e. Support the health and well-being of the local community;
- f. Ensure the quality of the biodiversity and natural environment is maintained and enhanced;
- g. Accord with the principles set out within the East Boldon Design Code and other relevant documents such as Building for a Health Life and the National Design Guide;
- h. Address contamination or land instability issues;
- i. Ensure that all infrastructure necessary to make the development acceptable in planning terms is either in place or can be provided prior to the development being brought into use; or
- j. Meet housing needs (mix and type) as identified in the East Boldon Housing Needs Assessment.

General location of new development

- 4.7 The development plan documents included within the South Tyneside Local Development Framework do not define specific settlement boundaries for East Boldon. The expansion of the village to the north, east and south is managed through Green Belt designation. The purpose of a settlement boundary is to manage the location of new development and protect the countryside from unsuitable development, prevent the merger of settlements and maintain their character. The NPPF identifies that planning policies and decisions should avoid the development of isolated homes in the countryside unless specific criteria are met.
- 4.8 The proposed boundaries have been drawn to support the sustainable growth of the plan area. They take account of extant planning permissions and seek to establish a logical shape to the edges of the village, whilst supporting an appropriate level of development. Irregular incursions into the open countryside have been avoided and the boundary has been drawn along features which are easily identified on the ground. Further detail on the proposed settlement boundary is contained within the [settlement boundary background paper](#).
- 4.9 Policy EB2 therefore seeks to focus development within the East Boldon settlement boundary. It also describes when development outside the settlement boundary may be appropriate. This policy will support the delivery plan objectives 1, 2, 3, 4, 5, 6 and 8.

Policy EB2: General location of new development

To promote sustainable development, the focus of new development across the East Boldon Neighbourhood Area will be within the East Boldon Settlement Boundary, as defined on the [policies map](#).

Land outside the settlement boundary lies within the Green Belt, therefore development proposals will be assessed against national Green Belt policy.

5. Built and historic environment

Background

- 5.1 The built and historic environment of the plan area are vital to its character and the quality of life of residents. The importance of this has been fed back strongly by the local community through early engagement. Plan objective 2 therefore seeks to ensure all new development makes a positive contribution to a safe and well-designed built environment and that it respects the historic environment of the area.

- 5.2 Further information which supports the policies within this section is available within the [built and historic environment background paper](#).



Figure 18: Georgian houses, Front Street

Design

- 5.3 Good design is a key aspect of sustainable development, it creates better places in which people live and work. It is fundamental to what the planning and development process should deliver and will ensure that new development contributes positively to the local environment and therefore enhances the quality of life of local residents. Section 12 of the NPPF highlights the importance the government attaches to good design. Paragraph 125 recognises the important role that neighbourhood plans can play in identifying the special qualities of each area and explaining how this should be reflected in new development. In addition, [the national design guide](#) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of national planning practice guidance.
- 5.4 There are a number of good practice guidance documents that can help inform the design of development, such as [Building for a Healthy Life](#), which is a government endorsed industry standard for well designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.
- 5.5 During early engagement with the local community the forum identified a number of design objectives to help shape new development:

Design Objectives	
Setting:	<ul style="list-style-type: none"> Deliver a built environment of the highest quality which is empathetic and sensitive to the characteristics of East Boldon.
Design:	<ul style="list-style-type: none"> Create inspiring, sensitive design and avoid bland, extensive, and repetitive housing development.
Sustainability:	<ul style="list-style-type: none"> Create a built form which is sympathetic to sustainable living and provides a public realm that encourages people to walk and cycle to local destinations including local

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

Housing provision:

- Deliver a range of accommodation and a mix that will help foster a strong sense of community and reflects the needs of East Boldon residents.

Accessibility:

- Ensure that new development successfully integrates with adjoining areas and provides street patterns and pedestrian routes which are easy to navigate, accessible to all, and promote community interaction.

Environment:

- New development must be sensitive to the existing habitat and biodiversity of the area. It must provide high-quality landscaping, including tree planting, and a comprehensive and interconnected network of green infrastructure which links and complements the green spaces and community assets, especially those identified by the Neighbourhood Plan. It must provide design solutions that help to promote wildlife.

- 5.6 As part of the evidence base supporting the preparation of the plan, AECOM prepared a [design code](#), to inform policy development. The document describes the plan area and defines design codes which are included as annex 2 to this plan.
- 5.7 Policy EB3 therefore encourages high quality and sustainable design and sets out the key principles that should be addressed as part of proposals for new development whilst seeking to ensure the plan area does not place unnecessary restrictions on new development. The policy is cross cutting and will help to deliver all of the plan objectives.

Policy EB3: Design

Development should conserve local distinctiveness by demonstrating high quality design which both respects existing character and responds to the distinctive character of the area, it should accord with the requirements of the East Boldon Design Code (annex 2). Development will be supported where it:

- a. Maintains and where possible enhances the character of the locality, paying particular attention to the appearance, size, scale and density of the proposed development;
- b. Reflects the incremental and phased development of the village including its diverse range of architectural styles and avoids extensive and repetitive development proposals;
- c. Uses materials which complement those of adjoining and surrounding buildings;
- d. Conserves and enhances the significance of heritage assets and their setting;
- e. Takes account of the topography and natural features of the site and considers the impact of the development when viewed from surrounding areas of countryside;
- f. Respects established building lines and introduces boundary treatments and roof lines that are in keeping with the street scene;
- g. Demonstrates a commitment to sustainable design to minimise energy use;
- h. Provides adequate refuse and recycling storage, which is incorporated into the scheme to minimise visual impact;
- i. Adopts the principles of sustainable drainage, where appropriate;

- j. Ensures the development will not prejudice the amenity of its future occupiers or that of adjacent properties in terms of overshadowing, loss of light, dominance, loss of privacy, noise or general disturbance;
- k. Provides sufficient car parking and cycle storage to meet parking standards and which is appropriately sited within the development;
- l. Encourages cycling, walking and other forms of sustainable travel;
- m. Ensures that lighting associated with the development will not have a significant effect on residential amenity or wildlife;
- n. Incorporates measures to support species and habitats, where appropriate;
- o. Will not result in unacceptable levels of noise, air or water pollution; or
- p. Creates a safe, accessible and well-connected environment that meets the needs of its users.

Where a design and access statement is required as part of a planning application, this must demonstrate how the proposal has responded to the above principles and the design codes as an integral part of the design process.

Heritage assets

- 5.8 Heritage assets can either be designated or non-designated. Designated assets have statutory status within the plan area and include listed buildings and conservation areas. A non-designated asset is a building, monument, site, place, area or landscape of lesser significance.
- 5.9 The glossary of the NPPF defines a heritage asset as:
'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).'
- 5.10 The NPPF states that heritage assets are an irreplaceable resource and requires them to be conserved in a manner appropriate to their significance. Also, that planning decisions affecting a heritage asset are required to be based on a sound understanding of the significance of the asset and the impact of the proposal on that significance.



Figure 19: Georgian houses, Front Street

5.11 The historic assets of East Boldon are a vital part of its character. The plan area includes the East Boldon Conservation Area, as well as seven grade II listed buildings. In addition, there are 16 locally listed buildings, all of which lie within the conservation area. A further eight non-designated heritage assets have been identified as part of the work on the plan. [The East Boldon Community Character Statement \(2019\)](#) provides an up to date list of the heritage assets within the plan area.

- 5.12 The East Boldon Conservation Area Character Appraisal (2006) provides an overview of the historical development of the area, spatial and character analysis as well as information on loss, intrusion and damage to the conservation area. The character appraisal describes the origins

of the development pattern of the area, explaining the important early linkages with West Boldon. The appraisal highlights the important form and materials of the area and describes that the layout of the area is strongly focused on the street frontage with open gardens/ estates behind. It also describes the character of different parts of the conservation area, explaining their special characteristics, what is considered to be 'against the grain', key issues and opportunities for enhancement.

- 5.13 The East Boldon Conservation Area Management Plan (2009) seeks to provide guidance for new development. It identifies that historic buildings within the conservation area are increasingly under threat for a number of reasons, including lack of maintenance, insensitive alterations and continued pressure from development. The management plan highlights the need to:
- Retain agricultural land, gardens, parks, recreational areas and other areas of open space;
 - Respect the scale, harmony and design of buildings and the wider streetscape;
 - Retain trees;
 - Preserve and enhance sites of archaeological interest;
 - Resist proposals for the demolition of unlisted buildings;
 - Retain historic magnesian limestone walling;
 - Retain shopfronts that contribute to the character of the building or area; and
 - Ensure new shop fronts and signage respect the character and appearance of the host building and surrounding area.
- 5.14 South Tyneside Council has a list of locally significant heritage assets, which identifies 21 heritage assets that lie within the plan area. The [East Boldon Community Character Statement](#) provides an up to date list of the heritage assets within the plan area.
- 5.15 [The East Boldon Community Character Statement](#), prepared by the forum, has been informed by the council documents referred to above, but also by a wealth of local knowledge. It is supplemented and reinforced by an architectural survey of the properties on [Front Street \(north side\)](#) and [Grange Terrace](#) and [Front Street \(south side\)](#), which form the historic core of the conservation area. The [community character statement](#) provides an update to the list of local heritage assets and includes details of tree preservation orders and article 4 directions that apply across the plan area. It is accompanied by two companion architectural survey documents, which provide a summary of the history, development, character and identity of East Boldon village, with particular emphasis on the old village core and the conservation area. They highlight why residents and people who work in the village, value its atmosphere, distinctiveness and community spirit.
- 5.16 The information contained within these documents provide valuable insight to the heritage assets within the plan area and should be used to inform the understanding of the significance of an asset, the significance of which could be effected as a result of unsympathetic development.
- 5.17 The [built and historic environment background paper](#) provides a summary of the evidence documents which support the proposed policy approach. It identifies a number of additional heritage assets, which the forum considers to be worthy of local listing by South Tyneside Council:
- 44-60 Front Street;
 - Garage Block, Front Street (between Toad Hall and 35 Front Street);
 - Church Hall (original) Boldon United Reformed Church, Front Street;
 - 85-91 Front Street;
 - 1-4a St Bede's;

- 1-7 The Terrace;
- 1-19 North Lane; and
- Historic passageways leading from Front Street.

5.18 Early engagement on the plan identified strong support for the protection and enhancement of heritage assets across the plan area. Policy EB4 therefore seeks to ensure that appropriate weight is given to the impact of a development proposal on the significance of a heritage asset supporting the delivery of plan objective 2.

Policy EB4: Heritage Assets

Where a development may impact on a heritage asset, applicants should provide information that describes the significance of any heritage assets affected by the proposed development, including any contribution made by their setting. The assessment of significance should be informed by relevant information including the East Boldon Community Character Statement.

In the determination of development proposals:

- a. Great weight will be given to the conservation of a designated heritage asset and any harm or loss to its significance will require clear and convincing justification in accordance with national policy; and
- b. A balanced judgment will be required to fully consider the effects of any development proposals affecting a non-designated heritage asset, having regard to the scale of any harm or loss and the significance of the heritage asset.

6. Natural environment

Background

- 6.1 The residents of the plan area benefit from a rich natural environment, especially around the Boldon Pastures Site of Special Scientific Interest (SSSI) which is a lowland wetland with important wildlife corridors around the site. The SSSI and the Boldon Flats Local Wildlife Site are unique in the area. They contribute to the character of the local area, which is of great importance to the local community and the global natural environment by providing resting and feeding space for migratory populations of birds. There are four other local wildlife sites in the plan area at Black Plantation, Low House Copse, Tilesheeds Burn and Turner's Hill.
- 6.2 As a result of the valuable natural environment, plan objective 3 seeks to plan positively for the creation, protection and enhancement of networks of biodiversity, green and blue infrastructure.
- 6.3 Further information which supports the policies within this section are available within the [natural environment background paper](#) and the [East Boldon Statement of the Natural Environment Paper](#).

Green and blue infrastructure

- 6.4 The NPPF defines green infrastructure as: *'A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'*. A network, green infrastructure can include: parks, open spaces, playing fields, wildlife corridors, woodlands, street trees, allotments and private gardens. As it can also include streams, canals and other water bodies, the forum considered the term should be expanded to explicitly refer to blue infrastructure. As green and blue infrastructure is close to where people live, it can play a key role in supporting the health of the local community. It also supports wildlife, climate change mitigation and adaptation, as well as helping to improve air quality.



Figure 20: Open countryside to the south east of East Boldon

- 6.5 Policy EB5 therefore seeks to protect and where practical improve the green and blue infrastructure network of the plan area, supporting the delivery of plan objectives 3, 6 and 7. The identification has been informed by allocations within the adopted and emerging development plan, including the [South Tyneside Green Infrastructure Strategy SPD3 \(2013\)](#).

- 6.6 The green and blue infrastructure identified on the [policies map](#) includes: wildlife networks and corridors, open spaces including parks and informal open spaces, playing pitches, public rights of way, trees and woodlands, private gardens and linkages to the wider countryside. The network has a strong link with the public rights of way network and therefore provides vital linkages from the built-up area to the countryside. The key elements of the green infrastructure network include: the bridleways adjoining the railway line and at Boker Lane as well as land at North Farm. The [policies map](#) also includes the southern and eastern wildlife corridors which are illustrated within figure 10.2 of the South Tyneside Green Infrastructure Strategy SPD3, these have been omitted from the emerging South Tyneside Local Plan.



Figure 21: Footpath along the area of high landscape value, south of South Lane

Policy EB5: Green and blue infrastructure

New development should seek to protect and where practical, improve and extend the green and blue infrastructure network, as defined on the [policies map](#). When determining planning applications, consideration will be given to how development proposals:

- a. Protect and enhance green and blue infrastructure assets;
- b. Provide high quality links between existing assets and/or provide additional uses for multifunctionality where appropriate;
- c. Secure improved access to green infrastructure;
- d. Create a sense of place by protecting and/or fully integrating high quality, green infrastructure into the proposed development to reflect the character of the neighbourhood plan area;
- e. Integrate green and blue infrastructure with sustainable drainage systems and the management of flood risk; and
- f. Address the management and maintenance of new and existing green and blue infrastructure throughout and beyond the plan period.

Any development where an impact on the water environment is possible, will bring about an improvement to that environment. Improvements include:

- g. Naturalising watercourse channels;
- h. Improving the biodiversity and ecological connectivity of watercourses;
- i. Safeguarding and enlarging river or stream buffers with appropriate habitat;
- j. Mitigating diffuse agricultural and urban pollution, where appropriate and relevant to the development;
- k. Ensuring that all drainage of new development is connected correctly and within the capacity of existing water and sewerage systems, ensuring early engagement with Northumbrian Water;
- l. Seeking opportunities to incorporate creation of wetland habitat in designs;
- m. Ensuring that development does not fragment the wildlife corridor; and
- n. Preventing introduction of non-native species via construction or other works and managing present invasive non-native species where practical.

Proposals that would include the loss of part of the green infrastructure network, as defined on the [policies map](#), should demonstrate that alternative provision, equivalent to or better than the green infrastructure proposed to be lost in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections.

Landscape

- 6.7 [The South Tyneside Landscape Character Study \(2012\)](#) provides a detailed review of the landscape within South Tyneside. Three character areas extend across the plan area: The Boldons; Boldon Downhill; and Boldon Flats and Whitburn Moor. A number of important landscape characteristics are highlighted, including the historic core of East Boldon and its landscape setting. Key sensitivities include: the historic core of East Boldon, which is described as providing a sense of place; open farmland is identified as a key features of the landscape; need for restoration and reinstatement of hedges; and the importance of maintaining open aspects. The adopted development plan includes the allocation of an area of high landscape value and area of landscape significance south of the village from Hylton Lane to Sunderland Road.



Figure 22: Area of high landscape value - open farmland, south of South Lane

- 6.8 Landscaping traditions are often fundamental to the character of an area, especially boundary treatments. Tree planting within the neighbourhood plan area over many years has provided mature areas of greening within the heart of the village. Existing grass verges together with hedges and shrubs provide habitat for wildlife and help soften car parking and mitigate the effects of traffic. Grass verges with tree planting are attractive features in many parts of the village and provide an effective means of establishing green links between otherwise separate areas of landscape.
- 6.9 Informed by the design objectives identified in section 5, which are amplified in the East Boldon Design Code and the South Tyneside Landscape Character Study, policy EB6 seeks to ensure that new development will maintain and where appropriate enhance important elements of the landscape of the plan area. The approach will support the delivery of plan objective 3.

Policy EB6: Landscape

Development proposals should maintain and where appropriate enhance positive elements of the landscape character of East Boldon, as defined in the East Boldon Design Code, South Tyneside Landscape Character Study or other relevant documents.

Applicants will be required to demonstrate how the development proposal:

- a. Preserves, enhances and positively contributes to the character of the landscape of East Boldon;
- b. Has been informed by the context of the site and its surrounding landscape in terms of: height; scale; massing; orientation; and position;
- c. Seeks to conserve important local landscape features such as mature hedgerows and boundaries. Mature and established trees should be protected and incorporated into the development wherever possible;
- d. Sits comfortably within the landscape, by taking account of the topography and natural features of the development site;
- e. Creates new landscape features, including trees, shrubs and water features; and
- f. Includes tree lined verges along new roads.

Biodiversity

- 6.10 The plan area includes a wide range of species and habitats including: the Boldon Pastures SSSI which lies to the east of the plan area in an exceptionally biodiverse wildlife corridor; areas of woodland, magnesian limestone grassland to the west of the plan area and good quality agricultural land. There are five designated local wildlife sites at Black Plantation, Boldon Flats, Low House Copse, Tiledsheds Burn and Turner's Hill. The plan area is identified as important for farmland birds, including corn bunting, grey partridge, lapwing, snipe, tree sparrow and yellow wagtail.
- 6.11 Policy EB7 therefore seeks to protect and enhance biodiversity across the plan area and will support the delivery of plan objective 3.

Policy EB7: Biodiversity

Development should protect and enhance biodiversity by seeking to ensure no loss or significant harm to sites of biodiversity value, protected species or their habitats. Where development would result in the loss or significant harm to biodiversity, applicants will be required to demonstrate that the adverse impacts will be adequately mitigated, or as a last resort compensated for.

Where appropriate, development schemes should embed proposals which look to enhance existing natural features within the site and increase biodiversity, such as maximising the potential for gardens in new residential development to contribute to biodiversity by providing a habitat for wildlife.

Protecting trees and woodland

6.12 Legislation² requires that when granting planning permission for any development, adequate provision is made, by the imposition of conditions, for the preservation or planting of trees. Trees are an important element of the character of the plan area, including within the conservation area. As a result, a number of trees across the plan area are covered by tree preservation orders, these are identified within the [East Boldon Community Character Statement](#) and the [built and historic environment background paper](#).

6.13 However, the forum has identified a number of additional significant mature trees of heritage and amenity value within the plan area as a result of their age, historic significance, visual prominence or position. These are detailed within the [built and historic environment background paper](#) and are listed below for completeness. It should be noted that the list should not be regarded as being exhaustive, as there are many other examples of trees of amenity value in and around the village, many of which are located outside the conservation area.



Figure 23: Cherry Tree lined verges along Gordon Drive

6.14 Significant mature trees within the plan area include:

- War memorial, Front Street – 43 mature trees of visual and historic importance;
- Gordon Drive / Front Street junction (east) – three significant mature trees in small area of public open space;
- Gordon Drive/ Front Street junction (west) – six significant mature trees in small area of public open space;
- St George's Church – 29 mature trees within the church grounds;
- East Boldon Infants School – two mature trees to the front of the school;
- Vanbrugh House, Front Street – two mature trees at side/ rear and one at front;
- 8, 9 and 10 Ashleigh Villas – three mature trees;
- Grange Park, Front Street – numerous mature historic trees in the original parkland and the demolished villa's former garden;
- 6 Lorne Terrace, Front Street – one mature tree;
- 70 Front Street (Boldon House) – two mature trees behind front boundary wall to side garden;
- Gordon Drive (full length, both verges) – curved avenue of mature cherry trees;
- East Boldon Junior School – 11 mature trees at the front elevation;
- 3, 12, 13, 16, 17 and 18 Station Road – six mature trees;
- 1 and 2 The Terrace – two mature trees;
- 11 Struan Terrace (Alfred Pallas) – two mature trees;
- 12 Struan Terrace – one mature tree;
- 1-2 St Bede's – one mature tree outside Blacks Corner and Volare;
- 15, 16, 17, 19 and 29 St Bede's – five mature trees;
- Station Approach/ Glencourse – six semi mature trees;
- 2 Charlcote Terrace – two mature trees at the side of the property;
- 18 Langholm Road – two mature trees;

² Town and Country Planning Act 1990

- Black Plantation, near Quarry Hill – large, square shaped wood, dense mix of largely deciduous mature trees, identified by South Tyneside Council as a local wildlife site.

6.15 South Tyneside Council has suggested that there could be opportunities for new and additional tree planting on council owned land. The forum has submitted suggestions for tree planting priorities to the council and these are identified within the [background paper](#).



Figure 24: Black Plantation

6.16 Policy EB8 identifies how the legislation should apply across the plan area. It will assist with the delivery of plan objectives 2 and 3.

Policy EB8: Protecting trees and woodland

New development should protect trees from damage or loss. Development which may impact on trees should be accompanied by a tree survey that establishes the health and longevity of the trees. Trees of good arboricultural and amenity value will be protected from development unless they are replaced with trees which will achieve equal value.

7. Local economy

Background

- 7.1 National policy requires significant weight to be placed on the need to support economic growth and productivity. Whilst housing accounts for the majority of the land use of the plan area, the economy is an essential element and important to the local community. Plan objective 4 therefore seeks to support the sustainable creation and protection of employment opportunities in East Boldon as well as protecting the vitality of the village and local centre.
- 7.2 Further information which supports the policies within this section is available within the [local economy background paper](#) and [community wellbeing background paper](#).

Employment

- 7.3 The economy of the plan area was initially focused on agriculture. The opening of Cleadon Lane station in 1839 changed the nature of the village to that of a commuter settlement, with some new railway related businesses. With new residential development came retail and services development, however the largest level of employment development resulted from the development of the Cleadon Lane Industrial Estate.



Figure 25: Local employment premises at Station Approach

- 7.4 The [evidence work](#) supporting the emerging South Tyneside Local Plan highlights that there is a strong demand for employment land and premises within the Boldon sub area, which includes the plan area.

- 7.5 As part of the preparation of the plan, the forum sent a survey to all businesses and voluntary groups operating across the plan area³. Key issues that were identified from responses received were:
- The importance of local customers to supporting the businesses within the plan area;
 - Local businesses are well established, with 12 established in the 1960s or earlier;
 - Most businesses identified that their businesses have grown over recent years;
 - Businesses want to remain in the plan area and many want to expand;
 - The importance of the character of the area;
 - Traffic congestion, parking and transport links were identified as threats to business growth;
 - Concerns were identified regarding the loss of employment land to housing; and
 - New development was considered by some as an opportunity to expand their customer base.
- 7.6 Policy EB9 therefore seeks to support development proposals that result in the creation or protection of jobs and the sustainable economic growth of the plan area whilst not having an adverse impact on the built and natural environment and the amenity of occupiers of neighbouring properties, assisting with the delivery of plan objectives 1, 2, 3, 4 and 6.

³ See [local economy background paper](#)

Policy EB9: Employment

Development proposals that support the creation or protection of jobs and the sustainable development and economic growth of the neighbourhood plan area will be supported where it:

- a. Can be achieved without significant impact on the built and natural environment, highway safety and residential amenity;
- b. Is located within the East Boldon settlement boundary, as defined on the policy map;
- c. Is an appropriate scale and the use does not conflict with that of neighbouring occupiers;
- d. Provides opportunities to be accessed by sustainable transport, where appropriate; and
- e. Includes appropriate levels of car and cycle parking.

Where the above criteria can be met, particular support will be given to:

- f. Small-scale windfall employment development proposals adjacent to existing employment development, provided that they are not allocated for other uses; and
- g. Business proposals seeking to occupy small sites or buildings within residential or other built-up areas, provided that they are not allocated for other uses or are otherwise protected.

Homeworking

- 7.7 The ability for businesses to operate from home is increasing in importance and the coronavirus pandemic has illustrated the importance of the ability for people to work from home. Whilst current data on levels of homeworking across the area is not available, it is evident that it is becoming more popular.
- 7.8 Whilst some elements of home working may not require planning permission, as new home businesses are established and grow, they may require modest additions such as the conversion of outbuildings or small-scale new buildings within the curtilage of the dwelling. Policy EB10 therefore provides support for this development where it can be achieved without significant impact on the built and natural environment and residential amenity.
- 7.9 Policy EB10 also supports the provision of new build 'live-work' units, which are part living accommodation and part workspace where they are located within the settlement boundary, subject to highways, access, design and amenity considerations.
- 7.10 Supporting appropriate homeworking development will help deliver plan objectives 1, 4, 5, 6 and 8.

Policy EB10: Homeworking

Development proposals that support homeworking, such as the creation of workspace for home-run businesses will be supported where it can be achieved without significant impact on the built and natural environment and residential amenity.

Should the proposal include the creation of workspace for a home-run business and require the conversion of part of a dwelling, its outbuildings, or the development of new buildings within its curtilage, this development must be of an appropriate design and scale, reflecting the surrounding residential environment and does not compromise residential amenity.

Proposals for the development of new 'live-work' units will be supported where they are located within the settlement boundary, subject to highways, access, design and amenity considerations.

Cleadon Lane Industrial Estate

- 7.11 Cleadon Lane Industrial Estate was developed after the second world war. The South Tyneside Employment Land Review in 2014 described a total site area of 10.5 hectares with buildings of a total floorspace of 199,000 square feet and large areas of open storage. The review concluded that the site should be retained for employment. The estate is allocated as a 'predominantly industrial area' in the current development plan. It seeks to protect such areas from redevelopment for alternative uses, in order assist the supply of employment land. The policy approach acknowledges that proposals for non-employment uses of sites or premises may be allowed where it can be demonstrated that: employment use is no longer viable; and the site or premises do not make a significant contribution to employment land supply; or the proposal provides long term benefits that outweigh the loss of employment land. However, the emerging South Tyneside Local Plan proposes to allocate the industrial estate for mixed use development, comprising 245 homes and 2.1ha of employment land.



Figure 26: Cleadon Lane Industrial Estate

- 7.12 Feedback from businesses and the local community highlights that the industrial estate has vibrant businesses in the southern part of the site compared to other areas of decline. Whilst the local community also acknowledge the need to support housing on brownfield sites in preference to the loss of Green Belt land, there is not support for development that would prejudice the viability and operation of existing businesses on the industrial estate. However, when it is the case that business use ceases on any part of the estate and the site becomes vacant and has been through a comprehensive marketing exercise and failed to attract an occupier, then redevelopment for residential use would be supported, subject to it not impacting on the viability of the remaining businesses.
- 7.13 As a result of the low supply of employment land and premises within both the plan area and wider Boldon sub area, policy EB11 therefore supports the continued use of the industrial estate for employment development. This includes uses falling within the B1 (business – offices, research and development and industrial processes), B2 (general industrial uses not covered by B1) and B8 (storage and distribution) use classes, as well as other employment generating uses. Such development would be supported, subject to highways, access, design and amenity considerations.
- 7.14 Should proposals come forward for the redevelopment of the site as a whole, or in part for a wider mix of uses, policy EB11 requires the proposal to be informed by a masterplan which has been prepared in consultation with the forum and the local community. The policy identifies key policy considerations, including: phasing, mix, impact on existing businesses, parking, access, pedestrian linkages, sustainable travel, landscape impact, flooding, drainage,

biodiversity and mitigation measures. Policy EB11 will support the delivery of plan objectives 1, 4, 5, 7 and 8.

Policy EB11: Cleadon Lane Industrial Estate

Development proposals which allow the continued use of the Cleadon Lane Industrial Estate, as defined on the [policies map](#), for B1, B2 and B8 and other employment related, including ancillary uses, will be supported subject to highways, access, design and amenity considerations.

Proposals for the redevelopment of the site for a wider mix of uses, including housing, must be informed by a comprehensive masterplan to be prepared in consultation with the East Boldon Neighbourhood Forum and the local community. The applicant must also demonstrate that there is no need or demand for the existing employment related uses. Evidence should include details of the comprehensive marketing exercise undertaken.

As a minimum the masterplan must include details of:

- a. The phasing of the proposed development;
- b. The proposed mix of development, illustrating how this will not undermine the viability and operation of existing businesses on the site;
- c. Housing mix and how this meets identified local needs;
- d. Parking provision, ensuring this does not exacerbate current parking issues in the wider area;
- e. Highways access to the site and the impact of the proposals on the highway network;
- f. Pedestrian linkages through the site, including how opportunities for sustainable travel will be embedded within the development;
- g. Accords with the East Boldon Design Code;
- h. A landscape framework for the site, addressing matters such as green infrastructure, open spaces and relationship with the Green Belt beyond the site;
- i. How flooding and drainage considerations have informed the overall site design;
- j. Opportunities to enhance biodiversity; and
- k. Any mitigation measures required as a result of the development.

Local retail centres

- 7.15 The [South Tyneside Town and District Use Needs Study \(2018\)](#) was informed by a telephone survey of households to establish current retail and leisure expenditure patterns. This confirmed that East Boldon is a popular destination. The emerging local plan only identifies one part of the village, Station Terrace, as a local centre. However, retail and other important services are provided in three key clusters within the village: Front Street, Station Terrace/Langholm Road and St Bede's. These areas are therefore proposed for allocation as local retail centres.

7.16 Front Street includes a convenience store, butchers, hairdressers as well as pubs and a club. These important facilities are interspersed with residential properties. Station Terrace/ Langholm Road includes two convenience stores, café, bakery, chemist, two estate agents, clothes shop, flower shop, health and beauty and a complementary therapy clinic. St Bede's is the smallest of the three and includes a delicatessen, restaurant, bathroom showroom, café and physiotherapist.



Figure 27: Front Street Local Retail Centre

- 7.17 As all of the areas are close to/ interspersed with residential development, it is essential that any further developments within the area do not have an unacceptable impact on residential amenity. In addition, it is critical that new development does not add to the current parking problems within the area and is of an appropriate design.
- 7.18 Policy EB12 therefore supports new development within the three local retail centres where it protects the vitality and viability of the area, protects residential amenity, does not exacerbate current parking issues and is an appropriate design. The policy also seeks to resist the loss of important local services and convenience retail within these areas. It therefore supports the delivery of plan objectives 1, 2, 4, 6 and 8.

Policy EB12: Local retail centres

Development within the local retail centres of Front Street, Station Terrace/ Langholm Road and St Bede's, as defined on the [policies map](#), will be supported where it strengthens the vitality and viability of the area. Applicants will be required to demonstrate that the development would:

- Not have an unacceptable impact on residential amenity, an assessment of this will include matters such as opening hours, noise, odours and the management of waste;
- Have appropriate access and car parking provision; and
- Not have a detrimental impact on the appearance and the environment of the local centre.

Essential local services and convenience retail will be protected from loss.

8. Housing

Background

- 8.1 The NPPF highlights the government's objective of significantly boosting the supply of homes. Neighbourhood plans have an important role in supporting the delivery of the number, type and mix of homes that are required in the area. Plan objective 5 seeks to create and maintain a balanced and sustainable community by providing a positive framework that recognises the different types of homes that all current and future residents of the plan area need.
- 8.2 The local community support the provision of housing to meet identified local needs, as well as that which is of an appropriate scale to maintain and enhance the special character of the village. In order to inform this element of the plan, the forum commissioned a [housing needs assessment](#) (HNA), prepared by AECOM as part of the governments technical support programme. In addition, the forum undertook its own [housing needs survey](#), to provide feedback from the local community regarding their current and future needs.



Figure 28: Former Yellow Leas Farm housing development

- 8.3 Further information which supports the policies within this section is available within the [housing background paper](#).

Housing delivery

- 8.4 The NPPF states that neighbourhood plans should positively support the strategic policies for the area and should not promote less development than is required by the local plan. The current development plan policies were adopted in 2007 and as the South Tyneside Local Plan has not yet been tested through examination, there is no up to date housing requirement for East Boldon.
- 8.5 The HNA therefore considered the quantity of housing that is appropriate over the plan period 2019-2031. A number of approaches were taken to calculating this. The first followed the national standard method for calculating housing need, this identified a requirement of 146 dwellings over the plan period, equivalent to 12 dwellings per annum. The second approach



Figure 29: Front Street housing development

considered the strategy contained within the current development plan, which did not alter the indicative housing need figure of 12 dwellings per annum. The third approach considered past dwelling completions and commitments. Since 2011/12 there have been six dwellings completed in the plan area. The conclusion was therefore that the housing needs figure remains as 146 dwellings to 2031, equating to 12 dwellings per annum.

- 8.6 The plan does not propose to allocate sites for development. However, policy EB13 supports new housing development on land within the settlement boundary, which are not allocated for other uses. In accordance with the requirements of the NPPF it will be important that new housing development meets the needs of local residents by providing the type and mix of housing that is actually needed to support sustainable communities. Any new housing development should also be accompanied by the infrastructure necessary to support it as it would not be appropriate to put further pressure on already stretched resources. Policy EB13 also requires new housing development to make efficient use of land and buildings, prioritising the use of previously developed land where this is available and to be of an appropriate density, scale and design. Policy EB13 will support the delivery of plan objectives 1, 2, 3, 5 and 7.

Policy EB13: The delivery of new housing

The delivery of new market and affordable housing will be supported where it is located within the settlement boundary on sites that are not allocated for other uses and where it complies with the relevant policies within the development plan. In addition, as a minimum, new dwellings must be built in accordance with the Nationally Described Space Standards or equivalent successor standards.

All new development proposals for the delivery of ten or more residential dwellings or on sites of 0.5 hectares or more must be informed by a comprehensive masterplan to be prepared in consultation with the East Boldon Neighbourhood Forum and the local community.

As a minimum the masterplan must include details of:

- a. The phasing of the proposed development;
- b. Housing mix and how this meets identified local needs as identified by an up to date housing needs assessment;
- c. How the development makes the best and most efficient use of land and buildings;
- d. The density of the development, illustrating how this reflects surrounding development;
- e. Design considerations, to ensure the development demonstrates high quality design, reflecting the character of its immediate surroundings and reflecting the principles set out within the East Boldon Design Code;
- f. Compliance with Building for a Healthy Life, or successor documents;
- g. Parking provision, ensuring this does not exacerbate current parking issues in the wider area;
- h. Highways access to the site and the impact of the proposals on the highway network;
- i. Pedestrian linkages through the site, including how opportunities for sustainable travel will be embedded within the development;
- j. A landscape framework for the site, addressing matters such as green infrastructure, open spaces and relationship with the Green Belt beyond the site;
- k. How flooding and drainage considerations have informed the overall site design;
- l. Opportunities to enhance biodiversity; and
- m. Any mitigation measures required as a result of the development.

Housing mix

- 8.7 A key role for the plan is to provide a policy framework to support the provision of a mix of homes to meet local needs. The HNA provides evidence to illustrate the required mix of new homes across the plan area:
- Home ownership is the most common tenure in the plan area, whilst privately rented homes have increased their share significantly between 2001 and 2011 – this suggests a rising demand for rented properties and also that there should be a greater emphasis on delivering homes for private rent and shared ownership;
 - There is a lower proportion of one person households compared to South Tyneside as a whole and of these, a substantial proportion are aged 65 and over. The recommended housing split for new dwellings is:
 - 1 bedroom – 26%;
 - 2 bedrooms – 42%;
 - 3 bedrooms – 32%;
 - 4+ bedrooms – 0%.
 - The current provision of specialist accommodation for the elderly is not sufficient to meet the needs of the projected elderly population. There is a need to deliver an additional 64 bed spaces to 2031.
- 8.8 The HNS asked the local community for feedback on a number of issues including:
- Whether there was a need to adapt their property to accommodate someone with a disability, of the 89 respondents who answered this question, 9 answered yes;
 - If respondents considered there was a need for new housing in East Boldon, of those that responded to this question 26 people answered yes and 22 people answered no. The main reasons for more housing to be developed were: the need for affordable housing; to attract more young people and families;
 - Whether anyone in the household was planning to move in the next 5 years – 28 respondents answered yes. The types of accommodation that were identified were: detached, semi-detached, terraced, bungalow, flat, and retirement flat. With the majority looking for owner occupied property; and
 - The reasons for people moving away from East Boldon included: house prices, lack of schools and employment.
- 8.9 Policy EB14 therefore seeks to ensure that a range and choice of housing is available by requiring a mix of house sizes, types and tenures to be provided through new development. An important element of the assessment of current housing needs is set out within the [East Boldon Housing Needs Assessment \(2019\)](#), [housing needs survey](#) and the South Tyneside Strategic Housing Market Assessment (2015). These should be used to guide decisions on planning applications. Policy EB14 requires consideration of the need for particular housing types as part of the consideration of development proposals, helping to deliver plan objectives 1 and 5.



Figure 30: Bridle Path

Policy EB14: Housing mix

The mix of housing types on new housing proposals should have regard to and be informed by evidence of housing needs, including the current East Boldon Housing Needs Assessment (2019) and South Tyneside Strategic Housing Market Assessment (2015) and any subsequent updates. The only exception will be where the proposal is designed to meet a specific and identified housing need, which requires a particular type, format or tenure of housing.

Affordable housing

- 8.10 The NPPF states that affordable housing provision should not be sought on residential developments that are not major (less than 10 dwellings). However, where major development is proposed there is the expectation that at least 10% of the homes should be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.
- 8.11 The information contained within both the HNA and HNS identifies the affordability issues across the plan area. The forum therefore considers the provision of affordable housing to be vital to allow young people and young families to get on the housing ladder and stay within the local community. Affordable housing could be available to buy or rented.
- 8.12 Policy EB15 therefore seeks to support the delivery of affordable housing where there is an identified need. This will support the delivery of plan objectives 1 and 5.

Policy EB15: Affordable housing

All new development of ten or more open market residential dwellings or on sites of 0.5 hectares or more, will be required to contribute to the provision of affordable housing.

The level, type and mix of affordable housing to be delivered on each site will have regard to up to date evidence of affordable housing needs, including the current East Boldon Housing Needs Assessment (2019) and South Tyneside Strategic Housing Market Assessment (2015) and any subsequent updates.

There will be a presumption that the affordable housing contribution will be through the provision of affordable homes on the application site. Off-site provision or a financial contribution will only be supported where this can be robustly justified and the following criteria can be met:

- a. Off-site provision must be on a site that is agreed as being in a suitable location relative to the housing need to be met. Such provision will be secured and controlled by a planning obligation to ensure that the affordable housing is delivered alongside the housing on the principal site; or
- b. Where a financial contribution to off-site provision of affordable housing is agreed as an alternative to direct provision on site, the sum will be calculated at a rate to be determined at the time of the application by the local planning authority. The contribution will be paid to the local planning authority on commencement of development and will be spent on the provision of affordable housing within the neighbourhood plan area.

Any development proposal which involves the provision of affordable housing at a level below that required under the terms of this policy will need to be justified by an independent viability assessment of the scheme costs and end values. The assessment should be undertaken in accordance with the approach set out in national planning guidance.

The affordable housing provided in pursuit of this policy for rent, discount market sales housing, or where public grant funding is provided towards other affordable routes to home ownership, will be made available to people in housing need at an affordable sale or rental cost for the life of the property. Any planning permission granted will be subject to appropriate conditions and/or planning obligations to secure:

- c. The amount and type of affordable housing;
- d. That the housing will be discounted at an appropriate level to ensure it is affordable by people identified as being in housing need; and
- e. A mechanism for the management of the new homes to ensure that the first and subsequent occupancies are restricted to people in housing need.

9. Community wellbeing

Background

- 9.1 The NPPF identifies that the planning system has an important role to play in creating healthy, inclusive communities. NPPG defines a healthy community as a good place to grow up and grow old in, a community which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and where appropriate encourage active healthy lifestyles and healthy living environments for all.
- 9.2 The sense of community, the range of services and facilities as well as access to green and open spaces in East Boldon are very highly valued by the local community. Plan objective 6 seeks to contribute to community wellbeing by ensuring that the community, especially its older and younger people, have access to the services and facilities it needs. It also seeks to support social interaction across the whole village population and helps to enhance further that 'village feel' that is so valued.
- 9.3 Further information supporting the policies within this section is available within the [community wellbeing background paper](#) and the [local green space and protected open space background paper](#).

Community services and facilities

- 9.4 Community facilities are identified in the NPPF as: local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship. These facilities enhance the sustainability of local communities and residential environments.
- 9.5 There are a variety of community facilities across the plan area, including: infant and junior schools; nursery provision; sheltered accommodation; dentist; pharmacy; religious facilities; pubs; and the greyhound stadium. Services include: hairdressers/ barbers; vehicle repair; sports services; property construction/ maintenance; cafes; restaurants; and pet services. In addition, there are a large number of community groups, clubs and societies that operate across the plan area, including: tennis; golf; squash; cricket; archery; scouts and guides. The local community groups and local business provide a variety of activities and events, including: family fun events; summer camps and coaching; functions and private parties; sporting competitions; live music; as well as social eating and drinking.



Figure 31: Boldon Cricket Club

- 9.6 The availability of the current level of facilities within the plan area are essential to support the strong sense of community that exists. Policy EB16 therefore supports the provision of new and enhancement of existing community facilities, as well seeking to resist the loss of existing facilities, this will assist with the delivery of plan objective 6.

Policy EB16: Community services and facilities

Development proposals to enhance the provision of community services and facilities will be supported subject to the following criteria:

- a. The proposal will not generate unacceptable noise, fumes, smell or other disturbance to adjoining properties;
- b. The proposal will not have an adverse impact on highway safety; and
- c. Access arrangements and sufficient off-street parking can be satisfactorily provided where practical without negatively impacting on adjoining uses.

Proposals that result in the loss of buildings or land for public or community use will need to demonstrate that:

- d. The facility is no longer needed in its current form;
- e. A replacement facility of sufficient size, layout and quality is to be provided on an alternative suitable location; or
- f. It would not be economically viable or feasible to retain the facility and there is no reasonable prospect of securing an alternative community use of the land or building.

Local green space

- 9.7 Green spaces are a vital part of a vibrant and healthy community and are of great importance to the character and identity of a place. They are valued for a wide range of reasons including: visual amenity; historic significance; recreational value; tranquillity; and richness of wildlife. Uncontrolled changes to green spaces can irrevocably alter their special character or intrinsic value.
- 9.8 The NPPF enables neighbourhood plans to designate areas of local green space for special protection, thereby preventing development on these sites other than in very special circumstances. These spaces do not need to be publicly accessible but must be in reasonably close proximity to the community they serve as well as being demonstrably special to them, holding a particular local significance. The designation cannot be applied to an extensive track of land.
- 9.9 The sites listed in policy EB17 and shown on the [policies map](#) are proposed to be designated as local green spaces as they meet the criteria set out within national policy and guidance. A [background paper](#) has been prepared to outline the reasons why the sites are of particular importance to the local community and to explain the process that led to their proposed designation. The designation of the sites will assist with the delivery of plan objectives 1, 2, 3 and 6.



Figure 32: Grange Park

Policy EB17: Local green space

The following areas, as defined on the [policies map](#), are designated as local green space and will be protected from development as a result of their particular local significance or community value:

- LGS01 Grange Park;
- LGS02 Glencourse/ Burnside;
- LGS03 Victoria Allotments, South Lane;
- LGS04 Cemetery, Dipe Lane;
- LGS05 War memorial and garden, Front Street;
- LGS06 Land adjacent to St George's Church, Front Street;
- LGS07 Cricket, squash and archery grounds, Newcastle Road;
- LGS08 Boldon Lawn Tennis Club;
- LGS09 Land to the south of New Road and Tiledshed Lane;
- LGS10 Mundles Lane Play Area.

Inappropriate development on land designated as local green space will only be permitted where very special circumstances can be demonstrated in accordance with national Green Belt policy.

Protected open space

9.10 There are many areas of open space which are valued for their local amenity value and for formal and informal recreational purposes, but which do not meet the detailed allocation criteria for designation as local green space.

9.11 The sites listed in policy EB18 and shown on the [policies map](#) are proposed to be designated as protected as they are important to the local community. A [background paper](#) has been prepared to outline the reasons why the sites are important and to explain the process that led to their proposed designation.

9.12 The designation of the sites will assist with the delivery of plan objectives 1 and 6.



Figure 33: Boldon Golf Course, looking towards the club house and Bridle Path

Policy EB18: Protected open space

The following areas of open space, as defined on the [policies map](#), have been identified as contributing to local amenity and character and will be protected from development:

- POS01 Boldon Golf Course;
- POS02 Land at Lyndon Grove;
- POS03 Land at North Road/ Kendal Drive;
- POS04 Land at Beckenham Avenue/ Ravensbourne Avenue;
- POS05 East Boldon Junior and Nursery School playing fields and playgrounds.

Development that will result in the loss of protected open space will only be supported where the applicant has robustly demonstrated to the satisfaction of the Local Planning Authority, that the:

- a. Open space is surplus to requirements; or
- b. Loss resulting from the proposed development would be replaced by open space of equal or better value in terms of quantity and quality, including amenity value, in a suitable location in the near vicinity; or
- c. Development is for alternative open space provision, the needs for which clearly outweigh the loss.

New development should provide, as a minimum, the standards of open and recreation space defined within the most up to date and relevant guidance.

Infrastructure

- 9.13 The infrastructure requirements of new development will vary depending on the type, scale and nature of the proposals. It could include the provision of: open space, public transport, education, leisure and medical facilities. The forum has particular concern over the impact of traffic and parking levels within the area, which is causing highway safety issues and congestion, most notably as a result of the width of the roads and their ability to cope with increasing traffic levels. The community have expressed concern over their ability to access a dentist and get GP appointments. In addition, there is concern regarding the potential future location of the schools.



Figure 34: Traffic congestion by East Boldon Metro Station

- 9.14 Planning conditions, planning obligations and the community infrastructure levy provide opportunities to secure developer contributions to address the infrastructure requirements of new development. Planning conditions are attached to the grant of planning permission. Planning obligations are legal agreements entered into under section 106 of the Town and Country Planning Act (1990) their purpose being to mitigate the impacts of a development proposal. The community infrastructure levy (CIL) is a planning charge, which is a tool for local authorities to help deliver infrastructure to support the development of their area. It is for a local planning authority to determine if it wants to charge such a levy and South Tyneside Council are working towards the introduction of CIL. National planning practice guidance identifies that the council should work with the forum to identify both infrastructure needs and how any money collected from CIL should be spent.
- 9.15 Policy EB19 therefore seeks to ensure that no significant adverse infrastructure impacts arise as a result of new developments, supporting the delivery plan objectives 1, 4, 5, 6 and 8.

Policy EB19: Infrastructure

New developments will be required to provide or contribute to the infrastructure requirements that are related to them. The necessary infrastructure, including improvements to existing infrastructure, should be made available to serve the development within an agreed timescale.

10. Transport and movement

Background

- 10.1 The NPPF encourages a reduction in congestion and greenhouse gas emissions through the introduction of measures which promote a decrease in the number of journeys made by car. Whilst the preparation of transport policy at a local level is primarily a matter for the local planning authority, there are a wide range of areas where the plan can have an influence on accessibility including supporting the protection and enhancement of active travel routes and accessibility in new development.
- 10.2 Through early engagement the local community has identified concerns regarding the impact of traffic from new development on health and wellbeing and highway safety and also the issue of parking, particularly as a result of the metro. The local community especially value the rights of way that run through the plan area and consider more could be done to support sustainable travel.
- 10.3 Plan objective 8 therefore seeks to manage the transport network of the plan area to be safer, more efficient and more environmentally friendly for all users, while ensuring adequate parking is available to meet the needs of residents, visitors and businesses. Further information which supports the policies within this section is available within the [transport and movement background paper](#).

Sustainable transport and new development

- 10.4 In accordance with national policy, the plan supports a range of transport modes and gives priority to walking, cycling and public transport use. However, when considering proposals for new development, it is also essential to consider the impact on the wider highway network, in particular at known congestion points. Where necessary, appropriate highway improvements may be required to mitigate the effects of new development.
- 10.5 New development should be designed to ensure safe pedestrian and cycle access, as well as routes to connect to shops, schools, employment and other community facilities. Larger developments should also consider layouts that would support the integration of public transport routes or whether improvements could be made to local public transport facilities.
- 10.6 Policy EB20 provides a positive planning framework to seek to ensure transport and movement issues are fully considered as part of the development management process, it will therefore support the delivery of plan objectives 1 and 8.
- 10.7 For the purposes of this policy, major development comprises: 10 or more dwelling houses or residential development of a site of 0.5ha or more; the provision of a building or buildings where the floor space to be created by the development is 1,000m² or more; or development carried out on a site having an area of 1ha or more.

Policy EB20: Sustainable transport and new development
Development will be supported where it maximises the use of sustainable modes of transport, in particular applicants must demonstrate how the proposal has been designed and located to:

- a. Reflect the needs of: pedestrians; cyclists; public transport; commercial and service vehicles; and private cars;
- b. Create places and streets that are user friendly and safe for cyclists and pedestrians, reflecting the requirements of the East Boldon Design Code;
- c. Support sustainable transport choices such as, incorporating or creating new pedestrian and cycle routes or improvements to existing routes to serve the development that integrate into wider networks and provide safe and effective routes to services and facilities, including East Boldon Metro Station;
- d. Ensure existing or new public transport services can accommodate development proposals, and where necessary, new accessible public transport routes and/or improvements to the existing services and facilities can be secured;
- e. Ensure that the cumulative impact on traffic flows on the highway network will not be severe or that appropriate mitigation measures can be secured and are undertaken; and
- f. Incorporate an appropriate level of parking in accordance with the parking standards set out in policies EB22, EB23 and EB24.

To achieve modal shift, major developments will be expected to provide travel plans and the application should be supported by a transport statement or transport assessment. The development should promote sustainable travel behaviour and demonstrate how it will link and support the widening of travel choices.

Metro parking

- 10.8 Early engagement identified significant community concerns regarding the impact of metro parking, particularly its impact on the character of the village, residential amenity and highway safety. The local community are also concerned that the level of new housing development proposed within the emerging local plan will make the issue even worse. The car park at East Boldon Metro Station is constantly at capacity and users of the metro park in the streets near the station impacting on businesses on Station Terrace, Langholm Road and Cleadon Lane and residents in Station Road, Struan Terrace, Langholm Road, St John's Terrace and St Bedes in particular.



Figure 35: Car parking, East Boldon Metro Station

- 10.9 As part of the preparation of the plan, the forum considered a number of policy approaches to look to address the issue of metro parking, including the extension of existing parking, allocation of a site for new parking and the creation of park and ride schemes. Policy EB23 provides a flexible and positive policy approach which supports the principle of the creation of additional metro parking in order to improve the environment of the plan area and residential amenity. The level

of parking proposed should be informed by an understanding of current and future demand. It is also essential that any new parking proposals do not have significant adverse effects on the environment, residential amenity or highway safety.

- 10.10 Policy EB21 will support the delivery of plan objectives 1, 2, 4, 6 and 8.

Policy EB21: Metro parking

The development of additional car parking for users of the metro will be supported where it would not have significant adverse effects on the environment, residential amenity or highway safety.

Key considerations will be the ability of the new parking proposal to:

- a. alleviate the significant negative impact of existing metro parking on the area and local communities; and
- b. deliver the level of parking required to meet both current and forecast demand from users of East Boldon metro station.

Development proposals for the creation of improved cycle parking provision at East Boldon Metro Station will be supported.

Parking

- 10.11 Parking is one of the main issues identified through early engagement with the local community and businesses. The local street patterns, especially those near to the metro station and shops are mainly terraced in form and result in limited parking opportunities. The metro station attracts a number of people with cars who live outside the area. The impact of this is high levels of on street parking which negatively impacts on highway and pedestrian safety. Lack of appropriate parking has also been identified by local businesses as a factor which impacts on their business operation.



Figure 36: Car parking, Langholm Road

- 10.12 In the plan area there are two off-street car parks providing 107 spaces at the metro station and rear of the Grey Horse Public House. There is also a car park at Boker Lane/Hardie Drive adjoining the plan boundary providing another 22 spaces. There are 17 lay-by spaces at Cleadon Lane and 55 spaces (including 3 for disabled drivers) provided on street or in lay-bys with limited waiting. In addition, there are 60 on street spaces with unlimited waiting, and 7 residents only places in Grange Terrace. The car park at Boker Lane remains relatively accessible during the day but is affected by a high number of 'white vans' which are parked there from 5pm onward. The car park in Cleadon Lane is used to capacity every workday with vans from the adjacent industrial estate, and cars left by users of the metro, often spilling over onto the adjoining grass verges.
- 10.13 The local community are concerned that South Tyneside Council adopted parking standards do not reflect local circumstance and are out of date. Residents believe that in the event of future residential development, the current standards will exacerbate the parking problems experienced in large areas of the village and will result in serious problems associated with unplanned on street parking both within new development and in the adjoining residential areas.

10.14 The provision of car parking within new residential development has highlighted a number of concerns for the local community. Restrictions on car parking provision as part of an approach towards managing demand for car travel are not always effective and can result in unacceptable levels of on street car parking causing serious road safety issues for pedestrians and cyclists alike. Households have a desire to park close to their home and in many locations off-street parking provision provided by rear parking courts is poorly used and results in vehicles spilling onto nearby roads and pavements. However, off-street parking within the curtilage of dwellings can be inefficient where garages are provided and these are not large enough to accommodate a modern sized vehicle, or they are used for bike and bin storage instead.

10.15 The continued popularity and encouragement by government of cycling as a means of transport requires that careful consideration be given to cycle storage. The advent of 'e' bikes and their increasing affordability has encouraged an even greater section of the population to cycle. Ensuring the provision of sufficient and appropriate cycle storage and parking is available as part of new development will further encourage and assist in providing people with practical alternatives to using the private car.

10.16 Policies EB22, EB23 and EB24 will therefore assist in the delivery of plan objectives 1, 2, 4, 6 and 8.

Policy EB22: Cycle storage and parking

Development proposals creating additional residential units must demonstrate how secure storage for bicycles can be provided. The minimum dimensions for a single cycle storage space serving a single private dwelling is 1.5 metres by 2.2 metres, accessible via a doorway of at least 1 metre wide. In order for a garage to satisfy the requirement for cycle storage it must be at least 7.6 metres x 3 metres in order to accommodate one car and one bike. Where the garage is to be used to provide additional parking, the size must be increased, or other provision made, such as a secure shed or locker located in a rear garden, or internal storage space within the dwelling.

As a minimum:

- a. One bedroom dwellings should be provided with one bike storage space;
- b. Two and three bedroom dwellings should be provided with two bike storage spaces; and
- c. Four or more bedroom dwellings should be provided with three bike storage spaces.

In the case of flatted developments such as apartment blocks or retirement homes, shared storage within the main building will be considered acceptable if there is secure locking of individual bikes on the basis of:

- d. In apartment blocks:
 - one bedroom apartments should be provided with one bike storage space;
 - two or more bedroom apartments should be provided with two bike storage spaces; and
 - external secure cycle parking for visitors, Sheffield stand or similar should be provided on the basis of two spaces or one space per 16 units, whichever is the higher;
- e. In retirement homes, such as those for the over 55 age group:
 - one bike storage space should be provided for every three dwellings; and

- external secure cycle parking for visitors, Sheffield stand or similar should be provided on the basis of two spaces or one space per 16 units, whichever is the higher;
- f. In specialist housing, including that for the elderly:
 - the level of bike storage will depend on the nature of housing provision and the level of staff employed at the site; and
 - external secure cycle parking for visitors, Sheffield stand or similar should be provided on the basis of two spaces or one space per 16 units, whichever is the higher.

Other traffic generating non-residential developments must provide appropriate cycle parking which must be agreed in consultation with the highway authority.

Policy EB23: Residential parking standards

Residential development proposals creating additional residential units must provide an adequate level of parking for residents and visitors. Communal car parking provision for houses should be avoided and it is expected that residential parking will be provided within the curtilage of the dwelling. The following minimum standards will apply:

- a. One bedroom dwellings must provide one off street parking space;
- b. Two and three bedroom dwellings must provide two off street parking spaces;
- c. Four or more bedroom dwellings must provide three off street parking spaces;
- d. Where garages are to be included as an off street parking space, the following minimum internal dimensions should apply:
 - i. Single garages: 3 metres wide by 6 metres deep;
 - ii. Double garages: 5.7 metres wide by 6 metres deep;
- e. In the case of flatted developments, such as apartment blocks or retirement homes, communal parking will need to accommodate visitor parking and where applicable, parking for staff. Where communal, unallocated off-street parking is provided for eight or more such dwellings, the minimum standard for two bedroom dwellings and above may be reduced by one space per four dwellings depending on parking capacity in the local area;
- f. Parking provision for specialist housing, such as care homes or supported living, may require a lower level of resident and higher level of visitor parking depending on the nature of the provision. The level of parking provision will be agreed in discussion with the highway authority;
- g. As a minimum, one visitor parking space must be provided per two dwellings. This can be provided on or off street and restricted to visitor parking or car share clubs but must be distributed evenly across the site to provide easy access to all dwellings.

Policy EB24: Non-residential parking standards

Non-residential traffic generating development should provide an adequate amount of off-street parking for staff and visitors to ensure that there are no adverse impacts on the highway network and amenity of the area. When determining the level of off-street parking required, the following should be considered:

- a. Projected staff numbers and the operating hours of the business;
- b. Projected visitor numbers and the likely duration of the visit; and

- c. The accessibility of the development by modes other than private car.

Active travel routes

10.17 Active travel routes are those routes that are used by pedestrians, cyclists and horse-riders. They provide recreation and leisure opportunities and also promote healthy living. Routes can include established pathways and cycle routes, public rights of way, bridle paths and paths of a more informal nature.

10.18 Important routes in the area are identified on the [policies map](#) and include Mundles Lane, the bridleway adjoining the railway line, land at North Farm, Boker Lane and the Boker Lane Bridleway.



Figure 37: Active travel route adjoining the railway line

10.19 As part of the response to the council's consultation on their local cycling and walking investment plan, the forum provided a comprehensive response identifying important routes in and around the village, including linkages to other areas. The full response is available on the [forum website](#) and further details are included within the [transport and movement background paper](#).

10.20 Policy EB25 seeks to support proposals to improve or extend the walking and cycling network within the plan area, as well as protecting existing routes, supporting the delivery of plan objectives 1, 3, 6 and 8.

Policy EB25: Active travel routes

Proposals to improve or extend the walking and cycling network within the plan area will be supported. The active travel routes identified on the [policies map](#) will be protected from development, unless it provides replacement walking and cycling infrastructure.

Annex 1: Community actions

As part of the process of developing the neighbourhood plan, some areas of community concerns were identified that cannot be addressed through the planning system. However, as part of the neighbourhood planning process they can become 'community actions', which are supported by East Boldon Neighbourhood Forum. These proposals can be delivered in conjunction with other local organisations. Further details on each community action can be found within the relevant background paper.

Community action 1: Celebrating our heritage

Consider opportunities for further interpretation of historic assets of our area e.g. signage and interpretation boards.

Community action 2: Enhancing the village environment

Work with South Tyneside Council, landowners, local community groups and other relevant stakeholders to discuss opportunities to enhance the village environment, such as by:

- Diversifying and increasing the level of planting, including tree planting for example on the Junior School site;
- Improving open space maintenance for example at Grange Park and the land at St Georges Church;
- Improving the area in front of the shops on Station Terrace;
- Considering options for the future of key sites, such as the telephone exchange and Boldon United Reform Church;
- Exploring opportunities to enhance shop fronts, particularly on Station Terrace and Front Street;
- Enhancing the entrances to the village;
- Enhancing green spaces around the war memorial and church; and
- Improving the management, supervision and interpretation of the Boldon Flats Local Wildlife Site.

Community action 3: Updating conservation area guidance and South Tyneside Local List

Work with the conservation team at South Tyneside Council to review and update the existing guidance and management plan for the East Boldon Conservation Area, as well as the local list.

Community action 4: Improving community safety and accessibility

Work with South Tyneside Council to implement projects to improve community safety and access for all, such as: traffic management enhancement to improve road safety, reduce traffic speeds and improve pedestrian safety, including provision of pedestrian crossing across Station Approach at the junction with Cleadon Lane.

Community action 5: Enhancing community services and facilities

Work with South Tyneside Council, community groups and other stakeholders on projects to enhance existing community services and facilities in the forum area, for example:

- Supporting the development of a sporting hub to be located at the cricket club;
- Explore options for the provision of mobile care service provision;
- Improve the play areas in Grange Park and Mundles Lane;
- Development of a village hall; and
- Identification of the infant school as an asset of community value

Community action 6: Promotion of existing facilities to residents

Develop an awareness raising exercise to inform residents of the existing sport and recreation facilities that are available within the forum area.

Community action 7: Spiritual centre

Work with local faith groups to consider options for the creation of a spiritual centre to enable facilities to be shared.

Community action 8: Active travel

Work with South Tyneside Council and other stakeholders to improve the ability of residents to undertake active travel, such as by:

- Exploring opportunities to improve the safety of walking routes to school;
- Improving the condition of footpaths, cycleways and the wider the public rights of way network; and
- Enhancing signage to and along the rights of way network.

Community action 9: Improving access to public transport

Hold discussions with South Tyneside Council, Nexus, bus operators and local groups about opportunities to improve public transport in the forum area, including:

- Improving the frequency of the bus service and range of destinations;
- Opportunities to use smaller eco-friendly buses for local routes;
- Improvements to bus stops, including reviewing their location, to reduce traffic congestion as well as highway and pedestrian safety and also options to provide real time data;
- Developing options for the expansion of Metro parking which should include a comprehensive survey and investigation by STC/Nexus into the usage of East Boldon Metro station.

Community action 10: Parking improvements

Work with South Tyneside Council, local residents and other stakeholders to improve parking within the forum area, this could include:

- Development of a parking management plan;
- Installation of electric charging points;
- Provision of additional secure cycle storage facilities at the metro station and new cycle parking at Station Terrace shops; and
- Considering options to provide additional parking for local businesses within the area.

Community action 11: Highway safety improvements

Work with South Tyneside Council, local residents and other stakeholders to identify appropriate traffic management opportunities to improve road safety, reduce traffic speeds and improve pedestrian safety.

Annex 2: Design Codes

As part of the government's technical support programme, AECOM were commissioned to prepare a design code for the plan area, based on a briefing prepared by the forum. The design code was developed to ensure new development meets high standards and responds to the character of the local area. The following pages are the design code extracts from the [East Boldon Design Code](#); the complete document is available on the forum's website.

Prepared for: Locality

East Boldon Neighbourhood Plan Design Code

4. Design Codes

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

4.1. Working with the site character and its context

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

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



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



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

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

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19

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

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



Figure 10: Plan of existing green and blue infrastructure features

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4.1.3. Views Code.EB.CC.03:

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



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

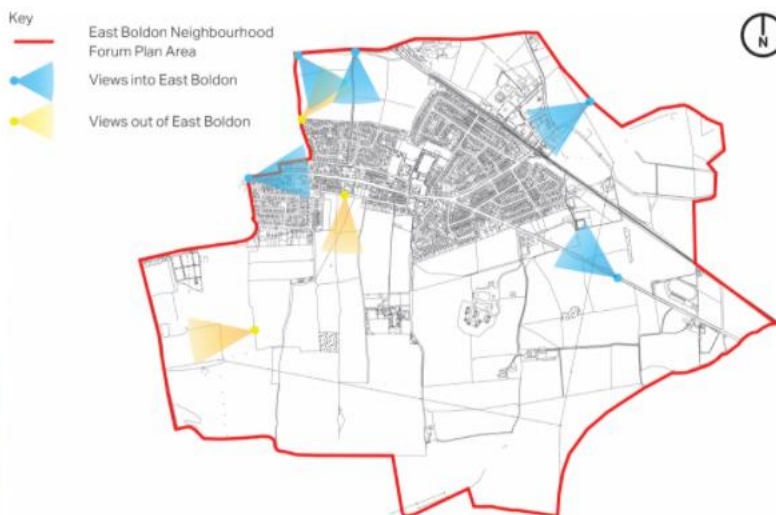


Figure 11: Indicative views into and out of East Boldon

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

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

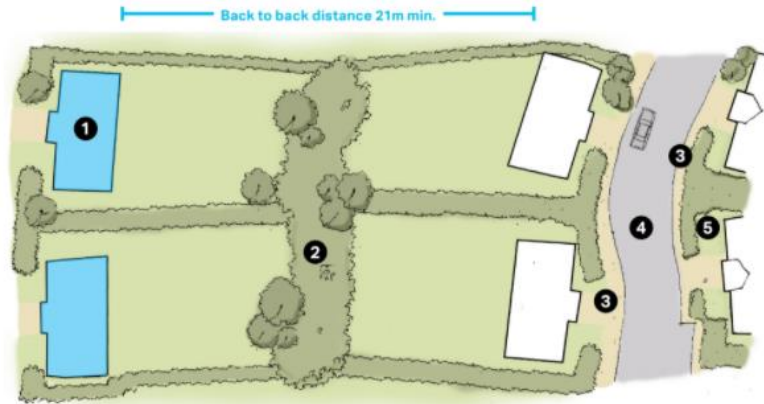


Figure 13: Sketch of potential interface between new and existing settlement

1. Existing properties.
 2. Retained shared back hedges at the back of existing properties.
 3. New footpaths.
 4. New street.
 5. New residential frontage with boundary hedges and front gardens.
- A 21m minimum back to back distance between rear windows for one or two storey properties of the same height should be provided for privacy. Additional storeys will result in a need to increase this distance by 3m per additional storey. Where properties face windowless gables the distance can be decreased to 14m. Development may vary from this distance where there are specific local constraints.

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

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

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

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

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

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

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

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



Figure 14: Cherry blossoms on Gordon Drive



Figure 15: Parade of shops on Front Street

4.2.1. Pedestrian Connectivity and Active Travel Code EB.CC.05:

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

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

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

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

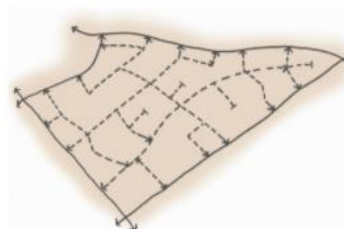


Figure 16: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

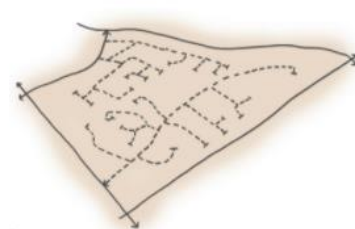


Figure 17: A layout dominated by cul-de-sacs encourages reliance on the car for local journeys. Where cul-de-sacs are used, Police guidance is that they are not connected by narrow pedestrian footpaths.

18

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East Boldon Neighbourhood Plan Design Code

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

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

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

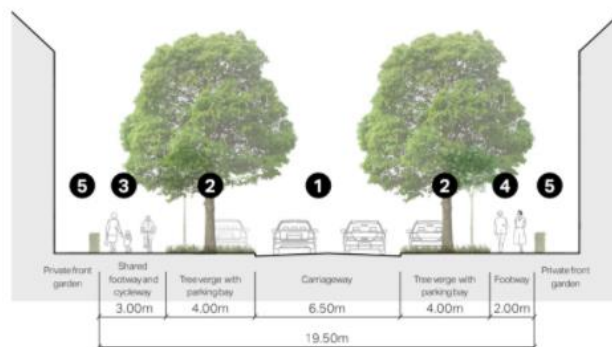


Figure 18: Section showing indicative dimensions for primary roads. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate.

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

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19

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

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

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

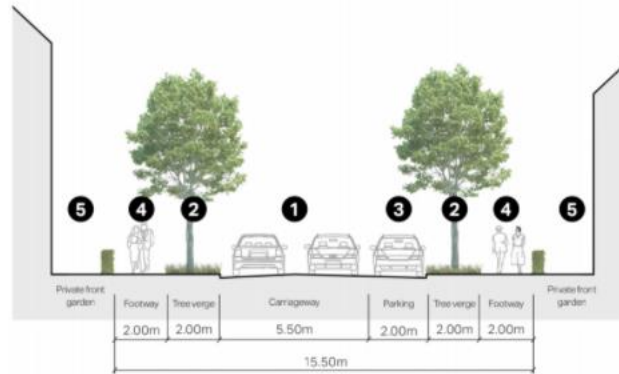


Figure 19: Section showing indicative dimensions for secondary roads. In some places tree verges may be omitted from one or both sides, and parking bays may alternate with tree verges.

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

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

Tertiary Roads

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

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

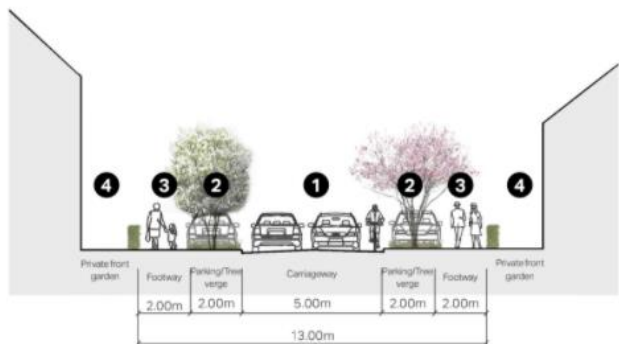


Figure 20: Section showing indicative dimensions for tertiary roads. In some places tree verges may be omitted from one or both sides.

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

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

Lanes/Private Drives

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

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

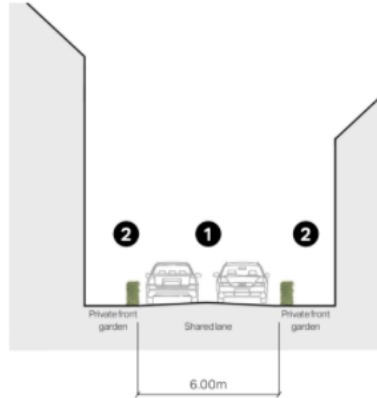


Figure 21: Section showing indicative dimensions for lanes and private drives.

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

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

Edge Lanes

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

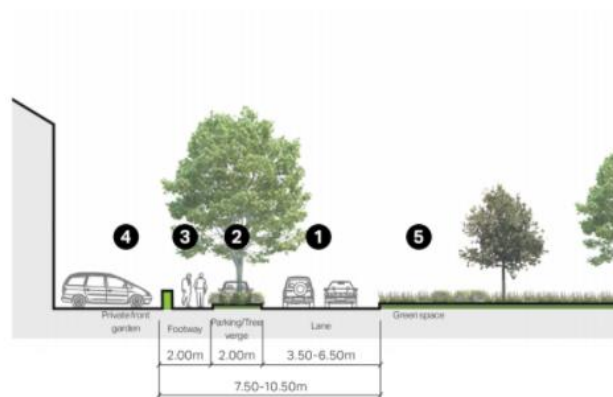


Figure 22: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

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

4.2.7. Vehicle parking Code EB.SN.06:

Parking areas are a necessity of modern development. Parking provision should be appreciated as integral to the exercise of creating distinctive places through good urban design. Example arrangements are shown for illustration, and should be developed in tandem with other government endorsed standards for the development of new houses and communities, for example Building for Life 12.

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

On-street Parking

- On-street parking should be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.
- Parking bays can be inset between kerb build outs or street trees. Kerb build outs between parking bays can shorten pedestrian crossing distances and can be used to host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay to avoid impeding traffic.

- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be marked by paving material changes instead of markings. This provides drivers with indications of where to park, so that parked vehicles do not impede motor vehicle or foot traffic.
- Opportunities should be created for new public car parking spaces to include electric vehicle charging points. Such provision should be located conveniently throughout the town, and sited / designed to minimise street clutter.

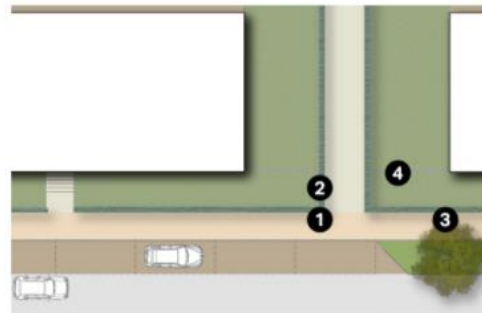


Figure 23: Illustrative diagram showing an indicative layout of on-street inset parking.

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

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24

On-Plot Side or Front Parking

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

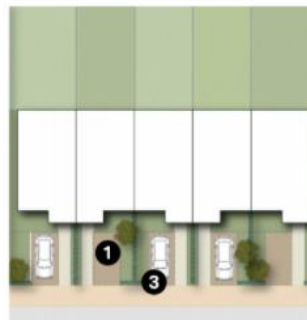


Figure 24: An illustrative diagram showing an indicative layout of on-plot front parking.



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

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

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25

On-Plot Garages

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

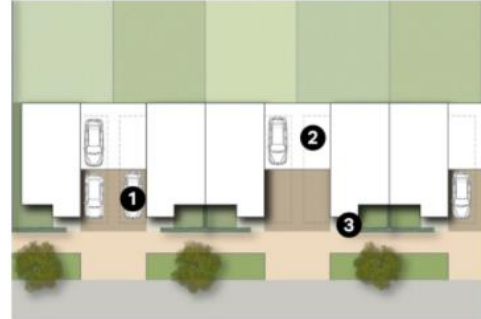


Figure 26: An illustrative diagram showing an indicative layout of on-plot side parking.

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

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

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

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



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

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

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

Landscape should not be used as a divisive measure between new and existing development however, green buffer zones which distinguish between older and new development are acceptable. This can be achieved by procuring a landscape consultant early on in the design process (See also code EB.CC.04, p.21).

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

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

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

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

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

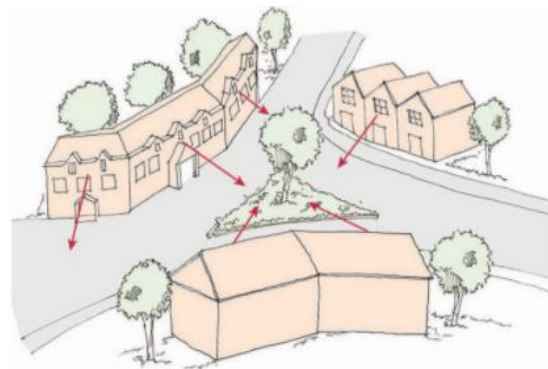


Figure 28: Diagram and example of an overlooked public space

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28

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

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

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

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

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

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



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



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

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29

4.3. Creating Attractive Neighbourhoods

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

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

- The Design Objectives defined by East Boldon (Section 2.2) reinforce the approach of government endorsed standards for the development of new houses and communities - Building for Life 12. The Objectives state that design should 'Create inspiring, sensitive design and avoid bland, extensive, and repetitive housing development'. To achieve this, new development proposals must comprise a variety of dwelling types. The density of new development should respond to its immediate context. Affordable housing should be 'pepper-potted' in new development, such that it is indistinguishable from other tenure. Architectural styles should avoid 'pastiche', they should incorporate architectural character typical to East Boldon and the region, to enhance a sense of place.
- Where cul-de-sacs are necessary, layouts should end with an informal turning head to correspond with the informal arrangements of dwellings and include green space and planting.
- The arrangement and design of gable ends should be carefully considered to avoid blank façades

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

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



Figure 31: Dipe Lane - Outside 'Shotley Grove'



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

30

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East Boldon Neighbourhood Plan Design Code

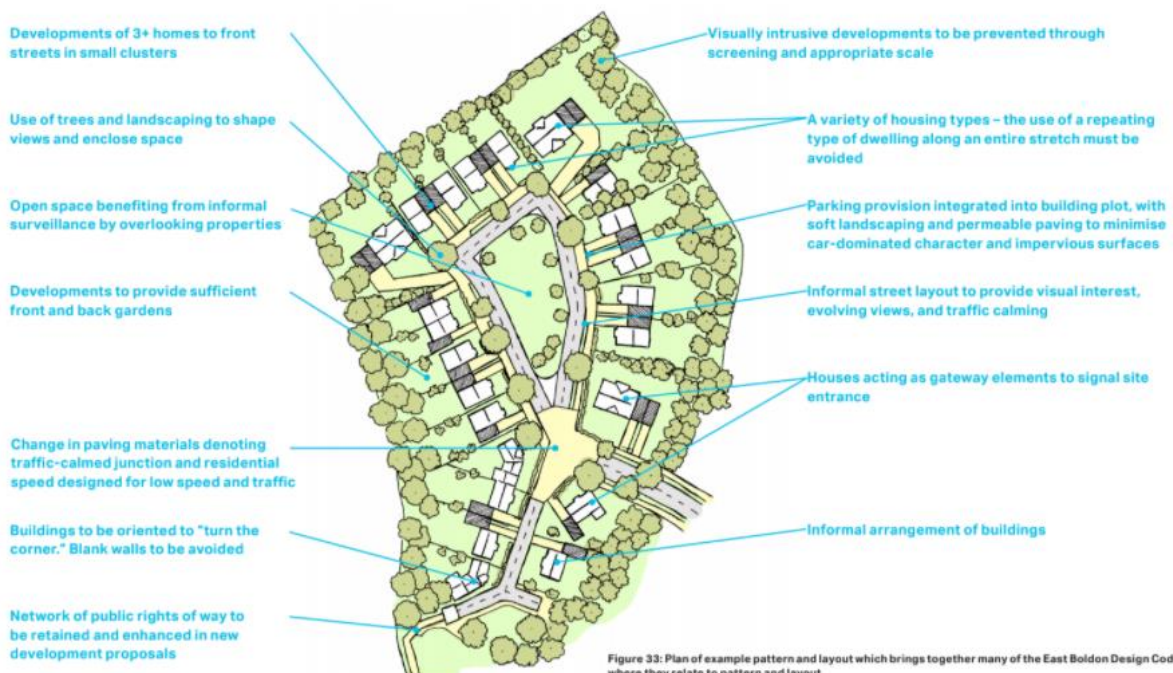


Figure 33: Plan of example pattern and layout which brings together many of the East Boldon Design Codes where they relate to pattern and layout

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31

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

Building Heights and Rooflines

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

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

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

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



Figure 34: Varied roof line along Front Street

32

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

Corner Plots

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

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

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

- Perimeter walls should be made in high quality materials.



Figure 35: Langholm Court Flats

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33

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

Building Line

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

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



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



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

Boundaries

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

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



Figure 38: Station Road



Figure 39: Langholm Road



Figure 40: Blacks Corner, Station Road



Figure 41: Yellow Leas Farm, South Lane

4.3.5. Private Gardens Code EB.H.14:

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

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

Front Gardens

Main Routes - Front Street

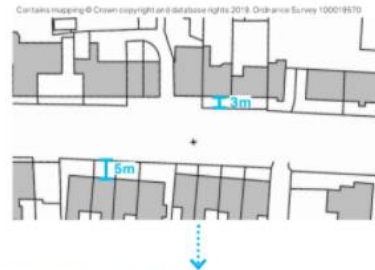


Figure 42: Direct street frontage along Front Street

Residential Areas

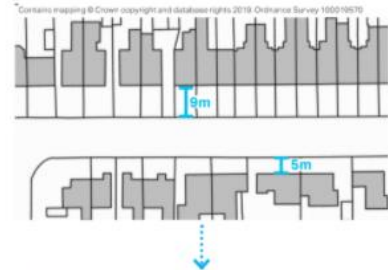


Figure 43: Medium front gardens along Langholm Road

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

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

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

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

Architectural Styles



17th Century - 100 Front Street



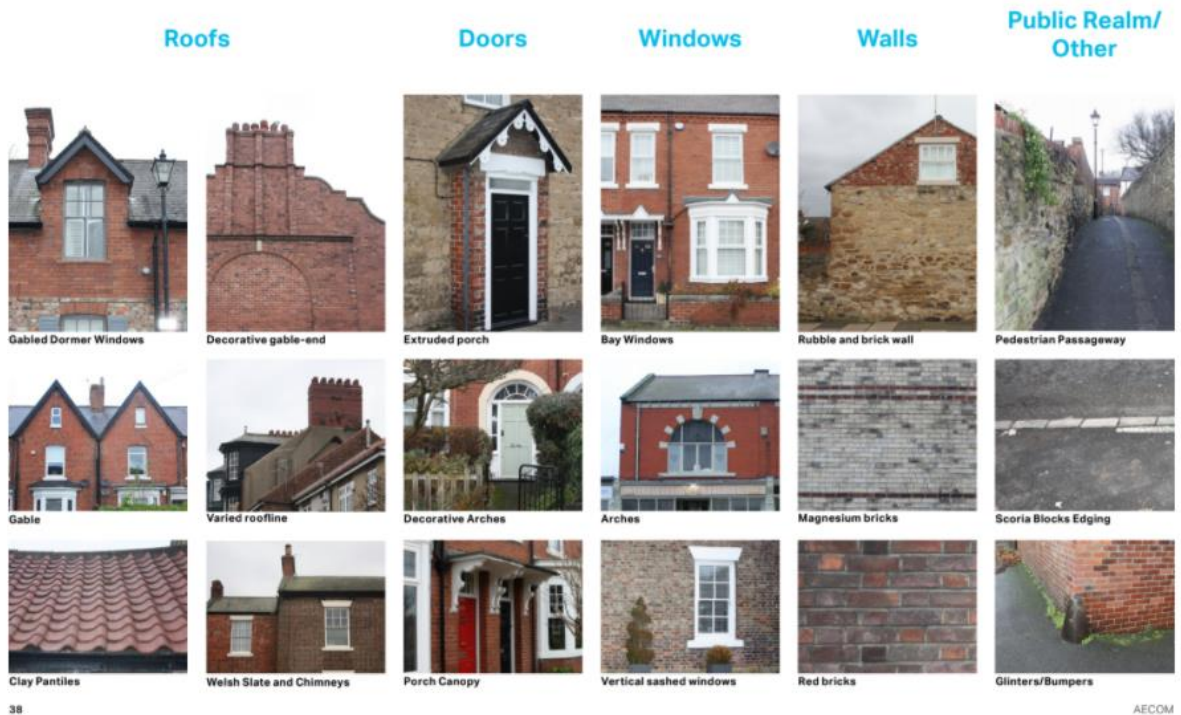
Georgian - 30-32 Front Street



Victorian - The Terrace



Edwardian - Shops on Front Street



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

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

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

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

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

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

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

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

40



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

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

6: External lighting to reduce light pollution with timers.

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Rainwater Harvesting

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

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



Figure 46: Raingardens, De Montford University



Figure 47: Electric charging points, North Acton



Figure 48: Bathgate SuDS pond

Solar Panels

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

On new builds:

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

On retrofits:

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

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



Figure 49: Permeable Paving (Hardscape)

Permeable Paving

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

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



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



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

Green roofs and walls

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

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



Figure 52: Green wall, Leicester



Figure 53: Green roof on information shelter, Highlands



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

1. A roof covered with vegetation, designed for its aesthetic value and to optimise energy conservation (www.dictionary.com).
2. A structure covered in plants that can be attached to the wall of a building (<https://www.oxfordlearnersdictionaries.com>).

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

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

Building layout and groupings

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

Views and connections with the countryside

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

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

Building architecture and appearance

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



Figure 55: Green roof at the Adnams Distribution Centre



Figure 56: Windsor Business Park, Berkshire

Materials

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

Boundary treatment

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

Shop Frontages

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

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

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

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

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

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



Figure 57: Industrial building at Hanlon Creek



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

4.4. External Storage

4.4.1. Bins and recycling Code EB.UD.01

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

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

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



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



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

4.4.2. Cycle parking Code EB.UD.03

Create a specific enclosure of sufficient size for bikes.

The size will depend on the size of dwelling but as a general rule it should be at least one space per bedroom. The below points should also be applied.

The siting and design of cycle parking within private gardens (see also 4.3.4) must contribute positively and sensitively to the appearance of new development

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



Figure 61: Cycle shelters



Figure 62: Cycle hoops

