

Walker Riverside Design Code

Supplementary Planning Document

v1.2 : May 2007

Foreword

Quality design and place making significantly contribute to creating community spaces with local identity. Careful planning can enable visitors and residents alike to move through and enjoy their environment, and encourage greater levels of engagement in a wide range of locations. Leaving to fate how the built form and green spaces evolve over time is not acceptable. Equally, successful architecture and urban parks designed for example in the 19th Century will not be repeated if left to chance. Future generations will grow up in environments that we are all responsible for developing today.

The lead regeneration partners on the Walker Riverside Project Board have drafted this design code with the future in mind. This document will contribute to re-establishing Walker Riverside as a place of choice, with a distinctive character enjoyed by both existing and future communities.

On behalf of our respective organisations we hope that you will embrace the principles and approaches to future planning and design set out in this design code, and play your part in revitalising Walker.

What?

A “Design Code” is guidance about how to plan buildings, streets and spaces.

This Code supports, and should be read in conjunction with, the Walker Riverside “Area Action Plan”. The Code provides detailed clarification of how ‘high quality design’ should be achieved in Walker.

- The Plan addresses the issues in Walker through a coordinated framework that guides development of places & services
- The Plan operates as a part of the Newcastle “Local Development Framework”

Why?

This Code should allow people to understand design principles to be used in Walker Riverside:

- People who live & work in Walker can expect development to follow this Code
- Architects and Engineers can use it as clear guidance in their design tasks
- Developers and investors can expect a consistent approach to design targets, based on the Code
- The City Council can use it as a consistent measure of design quality
- The intended result is that the Code should help create better places for everyone to enjoy living in, and it is hoped that it will make the process of obtaining good design more straightforward.

How?

Reading this Code should help to create a picture of how Walker should be in the future, an image built up from overlapping layers of guidance. Only some of this document will relate to your neighbourhood, site or street - you should consider carefully what is relevant to you.

When?

This Code will be a key consideration when assessing planning applications within Walker Riverside area [See Appendix A9 for map]. As well as being regulated through the planning system, adherence to this Code will be written into Newcastle City Council’s Project Agreement with Places for People and will be a prerequisite for receiving Housing Market Renewal funding from Bridging NewcastleGateshead.

- Applications that do not meet the requirements of this Code should be resisted unless there are **exceptional** reasons which determine otherwise.

1.1 Walker in Context

Well-considered application of this Code demands an understanding of Walker's story, identity and place in the world. This section gives a very brief introduction for issues relevant to the design of Walker. Newcastle Libraries are a good source of information to provide a more detailed context.

1.2 Geography & topography

The landscape and location of Walker are key factors in the sense of place found there. Key characteristics are:

- The presence of the River Tyne, which constrains connections & movement and offers potential for greatly increased use
- Topography falls gently towards the river on Walker's southern edge, often leading to some distant views and sunny site aspects
- A negative result of the sweeping river course is that Walker is partially by-passed by more direct key east-west transport routes between Newcastle and coastal locations
- Newcastle city centre is not far from Walker, and there are competing local and district centres around Byker, Heaton and Wallsend. Walker does not benefit from as much passing trade as these places, and generally does not offer as many destination facilities as other parts of the local region.
- Green landscape and open space is relatively abundant in Walker, but the quality of these places is often inadequate and accidental. Many spaces are perceived as problems.

1.3 Historical development

The story of Walker covers a long historical development. A very broad overview includes the following key stages:

- Roman occupation, with Hadrian's Wall passing through the north of Walker
- Agricultural cultivation across the area
- Pottery & brickwork industries at St. Anthony's
- Coal mining, with several pits in Walker
- Chemical production, utilising the salt springs in the mines for acid, copperas, soda & dyes
- Iron working and iron engineering
- Shipbuilding, for around 150 years

1.4 Present-day urban form

Walker is predominantly a suburban housing area. Strong elements of a "Garden City" character survive across Walker. Apart from later post-war developments like Church Walk [1960s and 1970's], the urban form has a strong 'permeable' grid pattern, mostly at medium to low densities, with homes accessed from the street. Streets are wide, buildings are low and set back from the street, creating a lack of enclosure & definition.

Walker is not all one place, rather a collection of neighbourhoods. This forms the background to a division of Walker into different character areas. Although “Walker” generally means ‘the part of the East End that is nearest the river’ it includes several sub areas which people perceive as separate neighbourhoods. These include St.. Anthony’s, the Riverside, Wincomblee, Low Walker, and below that an estate-based set of identities that local people recognise [for example The Cambrian, Hexham Avenue or Pottery Bank].

There are relatively few buildings of particular architectural or historical note in Walker. Where they exist they tend to be civic or commercial, possess a higher level of detailing and be constructed of good quality materials. There will be a strong presumption that such buildings will be retained & incorporated into new development.

The pictures on this page illustrate some of the existing general neighbourhoods.

1.5 Walker Riverside Project

Modern Walker is once again facing the need to change. Changes in employment patterns and attitudes towards living have brought economic decline & loss of population, but have also created the physical opportunities for transformation.

Newcastle City Council is committed to the transformation of Walker. Through partnership, significant funding is being invested into Walker Riverside via many different organisations. This investment is directed by the Area Action Plan, to achieve coordinated, targeted outcomes.

The partners in Walker Riverside recognise the significance of the role that quality urban design plays in helping to deliver the Plan. This Code expands how implementation of the Area Action Plan will deliver high quality design, and supports the following long term objectives from the Plan:

- Reduce low demand in both the social rented and private sector in Walker Riverside relative to the city as a whole. [DESSA1]
- Promote the vitality and viability of local retail and community services. [DESSA2]

1.6 Project Vision

The vision for Walker Riverside which informs the Area Action Plan is to:

- Build on the character, humour, strong families and informal community networks that have enabled Walker to endure difficult times.
- Gradually improve the local environment, housing, shops, schools, transport, education and health services to make Walker Riverside a vibrant local economy and location of choice for families to live, stay and work, now and in the future.
- Improve and revitalise each locality in Walker Riverside and create a new centre incorporating shops and facilities that is a wonderful place for families and people of all ages and backgrounds to enjoy safely.

2.1 **How to use this Code**

The sections of this Code are layers that should be brought together to constitute a picture of how future places will look and function.

How you read and use this Code will depend upon your interest in Walker, and the involvement that you may have in new development work.

- The fundamental starting point is to identify on the part of Walker you have an interest in and read the relevant Character Area in section 3. This will provide some initial background, and point towards key design issues that would be considered for the area.
- Consider what detailed sections apply to your interest, seeking advice from the Planning Department if you are unsure of what you should draw reference from. A large development site would refer to all of the guidance; house extensions need only reference a few of the following main sections:

Urban blocks
Street types
Open space
Environmental design
Architecture

- Work to the “guidance” and “requirements” in the relevant sections:

“Guidance” is helpful information that will assist in producing better design proposals, and where possible these should be adhered to.

“Requirements” are rules which should be followed in producing designs, and these will be enforced as part of the normal Development Control process.

- Note that there are further detailed requirements and guidance in the Appendices, generally cross-referred from other main sections.
- If you are preparing a Planning Application, you should follow the Submissions guidance and complete the Compliance Checklist in appendix A7.

3.1 Character Area Overview

Character Areas are at the heart of the Walker Riverside Code:

- They are recognisable, existing areas with individual identities. These identities exist through a varied combination of street layouts, buildings, materials and landscape in Walker.
- This Code works with Character Areas to ensure that they are enhanced through development rather than weakened or lost. The key aim is to maintain pride in the community, by protecting valuable features and overcoming problematic issues.

The implications of exact area boundaries should be treated with reasonable flexibility, to achieve a positive, interconnected relationship between areas rather than enforcing segregation.

There are some key areas within this overview: the Boulevard & Community Focus are strategic catalysts for regeneration and therefore are particularly important to be well executed.

Each Character Area has a section in this Code. These contain:

- A description of existing features and issues
- Area-specific guidance, for example highlighting locations that will play a key role in shaping the character of the area
- Any specific design requirements for the area

Note that the Walker Riverside Character Areas do not correspond to the city-wide Newcastle Character Assessment.

3.2 Walker Road Boulevard

Walker Road is the most significant route into and through Walker. As a Highway it carries a wide variety of traffic, including heavy goods vehicles associated with the Industrial Area, and presents a particularly utilitarian character in most places. At present Walker Road is a fragmented, divisive and perceived as a potentially dangerous route, an unintended consequence of many stages urban of change and decay.

The Area Action Plan provides for the redesigning of Walker Road as an urban boulevard, to better accommodate patterns of movement and become a street which people can enjoy being in. Walker Boulevard will be the 'armature' around which new housing and services will be provided through the Walker Riverside project.

This investment will help transform the perception and presentation of Walker in order to attract investment and population, and also help to meet a wide range of regeneration aims including accessibility, placemaking and safety.

To achieve these aims two key principles will be used to guide the transformation to a Boulevard:

- To facilitate movement, the boulevard will be a multi-purpose route, with specific provision for transport modes including motor vehicles, cycles, pedestrians and public transport.
- To provide an enjoyable and attractive street the boulevard has been designed as a

place in its own right, by applying a consistent arrangement formed of regularly planted street trees wherever possible, buildings that positively address the street, and a consistent set of materials and detailing.

Development proposals in the Boulevard area should comply with the following.

Guidance:

The Boulevard layout is 'assembled' from a palette of elements dependant upon physical constraints and development opportunities, and will vary along the length of Walker Road. Refer to section 5 for the constituent elements and requirements for the Boulevard.

Priorities in the Area Action Plan suggest that most of the Boulevard will remain as residential occupancy. Wherever possible, "flexible frontages" should be provided to this housing at ground floor level, to give potential for future conversion from residential to retail / offices / workspace / community use.

In accordance with the Area Action Plan, the greatest concentration of non-residential uses will be around the Community Focus, but some shops and restaurants / cafes / pubs may be permitted in suitable locations.

For larger development sites, buildings that face the Boulevard should be designed as part of this character area, whilst another contrasting character may be established behind the Boulevard frontage.

Public art should be a key component of the Boulevard, and may take a variety of forms - lighting, surface materials, signage, colour schemes etc, as well as discrete pieces.

Coordinate with 3.4 to 3.6 for sites adjoining other character areas.

Specific requirements:

Developers will be required to coordinate with the Boulevard plans and mechanisms for providing it, and should discuss & agree these with the Planning Authority at the earliest possible stage. Newcastle City Council is developing a detailed proposal for the highway works to clarify design and cost parameters.

Car parking will be provided within the Boulevard only for visitor purposes. No in-curtilage parking accessed directly from the Boulevard will be permitted for new developments.

Building designs should address noise issues for inhabitants. Specific advice is available in Sections 5 & 8.

3.3 Welbeck & St. Anthony's

St.. Anthony's Road and Welbeck Road connect Walker Road Boulevard to the north, west and east. Together with the Boulevard, they form the key routes in the local street network.

The Area Action Plan identifies only limited changes to these routes. Two areas on Welbeck Road are intended to remain as Neighbourhood shopping centres, and the road will retain key public transport services. St. Anthony's Road is identified to receive investment as part of the Green Corridor network. Both roads offer a mixture of uses, with Welbeck Road having a lesser proportion of residential use.

Any new development which may come forward on Welbeck Road or St. Anthony's Road, including building alterations or changes in the highway, should support the following:

Guidance:

Wherever practical, tree planting within street areas should be considered.

New buildings should always provide main entrances directly from the street, and incorporate 'active frontage' principles

Within or close to established retail or commercial areas, all new buildings should be planned to provide 'flexible frontage' on the ground floor level, to create potential for conversion from residential to retail / offices / workspace / community uses in the future.

3.4 Residential Neighbourhoods

The majority of the areas in Walker Riverside are primarily residential. There are seven distinct sub areas which each have a distinctive character assignment, detailed in the sections 3.4.1 to 3.4.6.

The following general principles apply to all of the residential neighbourhoods, with more specific information will be given in 3.4.1 to 3.4.6:

Buildings should be formed into clearly defined blocks with secure gardens or courtyards to the rear - see section 4.

Buildings within this character area will generally be 2 and 2 ½ storey, with opportunities for 3 storey or higher buildings to emphasise corners. Single storey units may be permitted in suitable locations.

There will be a variety of street types within these areas. Refer to section 5 for specific setting out & detail requirements.

Mews and lane streets within these character areas could accommodate a variety of uses complementary to residential occupancy.

Coordinate with 3.2 & 3.6 for relevant sites adjoining the Boulevard and Riverside Park character areas.

3.4.1 Western Gateway

This area surrounds the western end of the Walker Road Boulevard character area. Arising from the open aspect of Harbottle Park, a sense of 'entry' to Walker exists which should be strengthened by the strategic arrangement of buildings and the highway junction with Allendale Road.

The existing layout is generally positive, with consistent urban blocks, corners and building frontage alignments. Particular assets include open views of the river gorge in places, access to Harbottle Park, dramatic topography, and some robust detailing on older properties. The introverted nature of Callaly Way has a negative effect on Walker Road, and should be mitigated wherever opportunity arises.

Development proposals in the Western Gateway area should comply with the following.

Guidance:

Developments immediately above Hadrian's Way / NCN 72 should be arranged to overlook the route. Selective thinning of trees and other 'passive' security interventions will be sought.

This western end to the Boulevard should be designed to include additional tree planting in groups as part of developments, linked to existing planting on the corner of Harbottle Park.

Development on the narrow site immediately to the north of Walker Road at the Allendale Road junction should acknowledge the narrow and constrained nature of the site and respond with a suitably bespoke solution that addresses these issues.

The sites flanking Walker Road at the junction with Allendale Road should be designed as a coordinated composition, creating a clear emphasis of distinctive, unique building form. The design of the public realm, including the arrangement & detailing of Boulevard, should be integral to this coordinated composition.

Coordinate with 3.2 & 3.6 for relevant sites

Specific requirements:

Developments south of Walker Road: site layouts should be explicitly designed to maximise potential views south from houses.

Developments south of Walker Road: designs should incorporate passive solar design principles, following guidance available from the Energy Saving Trust's Best Practice programme.

Developments south of Walker Road: where solar heating panels are not installed as part of the initial construction, each property should be designed with a roof area suitably sized and orientated for mounting panels.

Developments on sloping sites, particularly south of Walker Road, should minimise the impact of engineering works on the public realm. Large exposed retaining structures will be resisted.

Safe, strategic pedestrian and cycle links between Hadrians Way and Walker Road should form key elements in site layouts.

3.4.2 Community Focus

Under the Area Action Plan, this Character Area is to become the social and commercial heart of Walker Riverside. It should be designed and developed in a manner that increases the visibility and accessibility of this location if it is to establish a viable and sustainable place.

The present character of the area is mixed. There is an oversized 'urban block' contained by Walker Road, St. Anthony's Road, Wharrier Street and Brampton Avenue, across which routes are limited and indirect. Buildings are varied, from houses that address streets but are not secure at their rear, to fragmented 1960's blocks that do not differentiate public from private spaces at all well. Local landmarks such as the Lightfoot dome and 'The County' pub offer potential features to be incorporated and enhanced. There are some areas of semi-mature shrub and tree planting.

Development proposals in the Community Focus area should comply with the following.

Guidance:

The general disposition of routes / streets / spaces, massing, heights, distribution of building types, materials, transport facilities, landscaping and other detail issues will be defined in a Community Focus SPD. Any proposed scheme should create or refer to landscape and public realm & art strategies.

A new main public square will be provided, a key element providing access to services and potential for events & activities.

The public realm should be well designed, using high-quality materials in key locations, to create a sense of value, civic importance, safety and community pride.

Designed separation of conflicting movement patterns [e.g. pedestrians vs service vehicles] for safety and amenity.

Existing planting should be kept if practical.

Coordinate with 3.2 if adjacent Walker Road

Specific requirements:

All building footprints other than individual houses should accommodate more than one use, or share facilities, as part of their initial design. Acceptable models include vertical separation or flexible subdivision with individual entrances, managed sharing of

community/ health/ leisure type functions.

‘Flexible frontages’ will be required for ground floors within key housing schemes [locations to be identified in the SPD], to permit future conversion to other uses.

‘Active frontage’ principles are essential, to ensure safety & social engagement.

Buildings with large roofs should feature with ‘extensive’ planted roofs, which impose limited loading & cost increase and achieve rainwater attenuation. Where practical and relevant, access to these roofs should be provided for complimentary adjacent uses.

On-street, short-stay parking for visitors

Larger areas of ‘pooled’ long-stay parking, with substantial planting & lighting, located for direct pedestrian access to the public square & Walker Road.

In-curtilage or shared, secure courtyard parking for residential units.

3.4.3 Belmont & Pottery Bank

Topography in this character area provides for some extensive views south over the Tyne. Belmont Street & Pottery Bank lead to Riverside Park, and divide the area into three distinct parts.

To the east & west of the area, two inter-war housing estates feature low-density 2-storey housing generally in short terraces, on uniformly defined streets. Houses have front & rear gardens, many of generous proportions. Belmont estate has received frontage improvements in the 1990’s, while the fabric of Pottery Bank estate requires significant attention. The Area Action Plan allows for the demolition of strategic parts of the Pottery Bank estate to facilitate renewal of the area.

The area between Pottery Bank and Belmont Street includes both the older houses of Enslin Street and post-war housing. Open space is poorly defined and supervised, and the Area Action Plan provides for extensive redevelopment around a new Green Corridor linking the Community Focus with the Riverside Park. This offers potential to establish a new heart and identity for the character area whilst improving pedestrian connections and encouraging use of the Riverside.

Development proposals in the Belmont & Pottery Bank area should comply with the following.

Guidance:

A renewed identity for the area should be established by enhancing the current access to the Riverside and forming new high-quality open space.

Maximise the opportunity to renew the area’s identity through a coherent overall design which refines the current spatial structure of the area to form an coherent, well enclosed set of streets and spaces.

Layouts & buildings should work creatively with the topography, employing stepped sections and semi-basements to avoid external retaining walls.

Coordinate with 3.2 & 3.6 for relevant sites

Specific requirements:

Buildings adjacent the Green Corridor should address frontage towards this route & spaces. Existing trees in the area should be retained wherever possible.

Pedestrian routes between Pottery Bank and Belmont Street should connect across the Corridor, with a vehicle route at Felling View.

Site layouts should be explicitly designed to maximise views south from properties.

Developments on sloping ground: designs should incorporate passive solar design principles, following guidance available from the Energy Saving Trust's Best Practice programme.

Developments on sloping sites should minimise the impact of engineering works on the public realm. Large exposed retaining structures will be resisted.

3.4.4 Churchwalk

Centred around the 1960's tower blocks and shopping centre, this area features varied styles of building. These often do not recognise neighbouring building groups positively, and the network of streets and paths is often not well matched to the positions of buildings. Extensive areas are provided for vehicle movement & parking.

More than 50% of the area is currently open space, with Walker Park forming the largest single public area. There is a considerable amount of tree cover throughout the area which should be retained wherever possible.

Built development around Church Walk spans the complete range of 19th & 20th century styles, with many discrete groups of development. The 16 storey tower blocks dominate the skyline.

The Area Action Plan provides for significant change in this area, through the renewal of the shopping centre, school and tower blocks. Design solutions should support a holistic approach to integrating existing and new buildings/spaces, to deliver major improvements in access, security, visual & social cohesion, and sustainability.

Development proposals in the Churchwalk area should comply with the following.

Guidance:

Formation of a clear network of street spaces within and around Church Walk shopping Centre is a priority. A strategic study of movement & spaces should be undertaken leading to a comprehensive design-led street framework which will inform the proposed Supplementary Planning Document for Church Walk.

Design proposals should make provision for management of the public realm.

Renewal of buildings at Tyne View primary school should be arranged to provide a strong, accessible street frontage addressing either Bath Street or Titan Road.

Existing design features should be protected and enhanced, including 'Arts & Crafts' elements around Hexham Avenue, gates & features on the parish church, and the victorian terrace frontages on Welbeck.

Coordinate with 3.2 for relevant sites

Specific requirements:

Redevelopment should focus on creating perimeter block layouts that form well connected street spaces with strong, 'active' frontage elevations & secure private space.

Tower blocks which are to be retained should be extensively redesigned at ground level to improve entry, access, & security. Entrances should be relocated as necessary to support new street layouts.

Any retail redevelopment should facilitate improved pedestrian and local traffic links.

Ground floor retail units should be designed for flexible use and occupancy.

Street areas should include significant planting, linked to existing landscape areas.

Three different locations and patterns of parking will be required:

On-street bays on main routes for 'passing trade' & visitors

Larger areas of 'pooled' long-stay parking, including substantial planting, lighting, and increased pedestrian access.

In-curtilage & shared, secure courtyard parking for residential units.

3.4.5 Losh Terrace

The Area Action Plan does not provide for any significant change in this Character Area, based upon feedback obtained from public consultation. This section guides any 'windfall' development not directed by the AAP.

Losh Terrace area consists predominantly low-density 2-storey houses from the 1930's, of generally better quality than many in Walker. These are grouped in short terraces forming a streets that vary from wide to narrow in a classic 'garden city' layout. Houses have front & rear gardens, many of generous proportions.

A variety of elevation, roof pitch, gables & fenestration create features on street frontages, helping to add interest to the characteristic dwellings. A variety of roof finishes are used in identifiable street spaces to emphasise routes and spaces.

An important axis along Melton Avenue links the area with Walker Park, and this should be protected. Characteristic crescent layouts are evident in street layouts, as part of road geometry and at verge layouts of road junctions.

Urban block layouts are largely complete and clearly understood. Road network connections East to West from St. Anthony's Road to Losh Terrace are limited, with some existing block frontages extending North to South over 300m.

Many rear gardens in the area back onto open space currently in partial use as allotments & pigeon lofts. Land not utilised in this way has largely fallen into dereliction. These areas are isolated from the surrounding streets and not visible to the general public.

[Any development proposals that may come forward in the Losh Terrace area should comply with the following.](#)

Guidance:

Any residential development should demonstrate Homezone principles.

Wherever practical, improved connectivity from east to west should be provided.

Any new streets should include generous tree planting. Site layouts should create 'green corridor' links set out in the Area Action Plan.

Renewal of existing road, paving and frontage boundary finishes would improve existing streets, and is therefore highly encouraged.

[No area-specific requirements for Losh Terrace are included here, consistent with the limited directions of the Area Action Plan, however:](#)

Any 'windfall' development proposal should comply with all other sections of this Code, & demonstrate this compliance in the same manner as other development in Walker

Designers should seek site-specific advice from NCC Planning & Transportation before proposing development schemes. Further guidance on this area is currently being considered by the Council.

3.4.6 Cambrian Dovercourt

Redevelopment of sites in this area has led the regeneration of Walker. Designs for the

Cambrian estate & the former Stack public house have been based on early drafts of this Code. The Area Action Plan also allocates infill demolition and development on sites within Dovercourt and on the existing school site, allowing an extensive area of coherent, integrated design.

Currently the Dovercourt area is dominated by the three multi-storey tower blocks. Set in open flat areas of mown grass with no areas of private space and virtually no trees to reduce their impact they appear individually isolated. North of the towers are 2, 3 and 4 storey houses and maisonette blocks which fail to provide consistent frontage to roads.

The Annville estate demonstrates a good level of design for a modern development, and the proposed redevelopment on West Walker primary school site should similarly provide positive frontage onto Church Street.

Development proposals in the Cambrian Dovercourt area should comply with the following.

Guidance:

Designs should support integration of the disparate existing buildings, and increase the clarity of the street network.

Pedestrian links should be enhanced between Riverside Park & Walker Road.

The strong presence of the woodland in the Park should be reflected through use of timber elements in adjacent developments, contrasted with a more 'robust' urban character near to Walker Road.

Locally felled timber should be used as a landscape feature in residential schemes.

Coordinate with 3.2 & 3.6 for relevant sites

Specific requirements:

Designs for Church Street / Walker Road junction should integrate closely with recent schemes, creating a distinct place on Walker Road. 'Active frontage' units capable of retail occupancy should face Walker Road, with delivery access at the rear.

The street network around the tower blocks should be improved by positioning new buildings to form coherent perimeter blocks and streets, strengthening corner definition particularly. Analysis of the existing network should take place at an early stage, leading to a framework for new interventions.

The tower blocks should be selectively refurbished or demolished to facilitate the proposed street framework. Entries & ground floors should be redesigned to relate to the new street arrangements.

Adjacent the Riverside Park, site layouts should be explicitly designed to maximise views south & overlooking of Hadrian's Way.

3.5 Industrial Area

The Industrial Area occupies a unique place in the heritage & identity of Walker. It is separated physically from the main body of housing by the redundant railway route and some significant changes in levels.

Some older buildings are still in evidence around the eastern end but much of the area has been redeveloped with modern factory and office units. There is a considerable amount of tree and shrub cover in the area. There are no residential properties and no public access to the river.

Existing roads are busy and carry a considerable number of heavy goods vehicles.

Improvements need to be made for pedestrian and cycle access.

Considerable benefits may be realised for local business, employees and visitors by restructuring the distribution of some activities, encouraging complementary uses such as hotels & training facilities, and improving highway spaces. These works complement the regeneration of housing, and should aim to provide an efficient & attractive proposition for commerce by providing a modern and ecologically balanced environment.

Development proposals in the Industrial character area should comply with the following.

Guidance:

New office & industrial development should follow a 'business park' model with landscaped surrounds plus in-curtilage parking for staff and visitors.

Commercial uses adjacent to Walker Road should be designed using 'Active Frontage' principles to create a more attractive and secure relationship with the street.

Any new commercial developments around Waverdale Avenue or Bath Street built on prominent entry sites should be recognisably high quality buildings, to enhance perception of the area as a business destination.

Security fencing, signage and lighting should be of coordinated design throughout the area. The Council will seek to coordinate a standard specification in partnership with local businesses, for inclusion in this Code.

Developments may be required to contribute to improved sustainable transport facilities, such as enhanced bus shelters, pedestrian lighting and cycle parking.

Coordinate with 3.2 & 3.6 for relevant sites

Specific requirements:

Development work should address existing streets with 'Active Frontage' wherever possible, by positioning pedestrian entrances, office space, windows, signage and lighting towards the street.

Where introverted site layouts are necessary, particular attention should be paid to providing windows or other 'active' elements facing adjacent streets.

Car parking should be provided within development boundaries, and measures to prevent uncontrolled parking on highways implemented to complement this if required.

Wherever practical, site layouts should create views of the river from the street.

Any development in this area should be based on "Secured by Design" principles. Designers should consult the Police Architectural Liaison Officer for advice. Windows should incorporate security glazing, and any security shutters should have concealed mechanisms. Shutters on windows should be internal.

3.6 Riverside Edge

The Riverside should be a major asset to the Walker area, with significant historical, wildlife & recreation features. The southern edge of Walker presents an excellent opportunity to exploit the presence of the River Tyne, but this has not been fully achieved with the current arrangement.

Topography, planting, and introverted housing adjacent separate Riverside from the community. There are no buildings in Riverside that contribute to active occupation of the spaces, & historic uses present a legacy of challenging contamination.

Primary routes are pedestrian and cycle, with Hadrian's Way and National Cycle Network route

72 generating through traffic. Links to the rest of Walker are not particularly visible, regular or safe.

The Area Action Plan directs improvements to these routes, with mixed-use development at specific waterside locations. New developments will adjoin the Park for extensive lengths, with improved and new routes to the rest of Walker.

Improving Riverside by designing an improved environment will be a key element in attracting a new population of residents & visitors, and should become a symbol of the transformation of Walker.

Development proposals in the Riverside Edge character area should comply with the following.

Guidance:

Any development adjacent to or within the area should be deliberately designed to increase safety & occupancy in the park.

Designers should respond to a site's location along the park corridor, intervening to enhance the experience of travelling on the major through routes in the park and to promote attractive & connections to Walker.

Selective thinning of plantations in the park should be undertaken strategically to support increased access, safety and create view corridors across the river.

Works to Hadrian's Way and NCN 72 routes should refer to published guidance from Sustrans and other relevant bodies. Refer to following pages for examples.

Coordinate with 3.4 and 3.5 for sites adjacent to character areas.

Designs should recognise the semi-natural character of the park, and use an appropriate, imaginative palette of materials that contrast & complement more urban palettes used elsewhere in Walker. Within the park, building forms should be expressive & stimulating.

Specific requirements:

Adjacent development should be designed to overlook the park & routes. Housing schemes should face front elevations and main entrances towards the river, to promote activity and passive surveillance within the locality of the park. Refer to the following pages for indicative arrangements at various locations.

Rear boundaries should not be presented towards the park.

Development within the park should be site-specific, responding creatively to topography, views, pedestrian routes & open spaces. Schemes should incorporate sustainability features that are above Best Practice, addressing passive solar or renewable energy features, energy efficiency, biodiversity, & health / wellbeing.

Developments in the park should be designed to achieve high levels of security in an unobtrusive manner, using passive surveillance & concealed security shutters.

Riverside Park frontage & routes

Riverside Edge cycle route

General

Any work undertaken to the National Cycle Network route [NCN72] should follow the guidelines published by Sustrans, and be submitted for their approval. It is advisable to undertake this consultation with Sustrans in advance of any Planning Application, to avoid delay to the application.

Sustrans can be contacted at:

National Cycle Network Centre
2 Cathedral Square
College Green
Bristol
BS1 5DD

T: 0117 926 8893

F: 0117 929 4173

Design of junctions

In addition to the general guidance published by Sustrans, there are several places along the NCN route where the path and local roads cross. Where development occurs around these locations, the layout of building and junction should broadly follow the principles shown in the example diagrams below:

- Close overlooking & supervision of spaces around the cycle path

- Streetlighting to adoptable standards

- Separation planting buffers and boundary enclosures

- Cycling facilities that closely correlate to Sustrans guidance

4.1 Existing urban form

Much of the residential areas of Walker are based upon a 'perimeter block' structure.

The typical pattern is of semi-detached or short terraces facing the street, rear gardens meeting end-to-end, & frontages set back from the street.

However, there are significant problems with the existing urban blocks in specific locations or areas, which require positive intervention.

New larger developments are expected to create fully formed urban blocks. Small sites should take an infill approach that positively contributes to the completion of surrounding blocks, 'repairing' deficiencies in block layouts if required.

[Specific requirements in the boxes on these pages should be followed for all proposed developments:](#)

4.2 Perimeter block frontage

Site layouts [including any existing building] should orientate entrances & frontage elevations towards public spaces, with private rear spaces within perimeter blocks.

Designs should avoid mixing front and rear areas, to define consistent public & private definition. At least 90% of street frontage should be building fronts, max. 10% private space fences/walls or access routes/points. Buildings will therefore tend towards forming terraces, with some detached 'feature' plots.

A strong building line should face every public street or space, with minimum 80% of building frontages on this line [measured along street at main building face]. This baseline should articulate around entrances or windows etc. for variety & expression.

Block corners should be emphasised with architectural features, materials or roof line. Corner buildings should present 'front' elevations to both streets.

Doors & windows should create 'active' street frontage. Elevations without windows to habitable rooms may not face streets or open spaces. No public space should be without overlooking from habitable rooms.

4.3 Perimeter block rears

Internal courtyards or parking courts should be accessed from Local Streets only.

Courtyards should be identified as 'front' or 'rear' spaces, and designed accordingly.

Rear parking courtyards should provide direct access into surrounding dwellings.

Courtyard design should accommodate vehicular and pedestrian movement in a safe manner. They should not be functional spaces dedicated to vehicles but emphasise social features, providing for children's play activities and incorporating some tree and shrub planting. Homezone principles from the Institute of Highway Engineers should underpin design of these spaces.

Private gardens should feature cycle storage & direct access from front or rear.

Rear gardens of houses should not be less than 36m², and minimum 4m average width.

Boundary enclosures should not exceed 1.8m high. For any boundary enclosures of that height exposed to public spaces a mixture of materials should be used, e.g. 1.2m brickwork with fencing above.

Through routes can not traverse rear blocks.

4.4 Parking

Residential: in accordance with the UDP, 1 space per dwelling plus 1 visitor space for every three is required. Groups of no more than 3 spaces [broken up with planting beds at least 1.2m wide] should be near to relevant entrances. Unallocated or group parking should be overlooked by habitable rooms, with well lit & safe access.

Homezone-based spaces may include 'on-street' unadopted, unallocated parking for dwellings in addition to visitor spaces.

In-curtilage parking may only be provided in rears gardens, or alongside or within the footprint of a dwelling, not in front gardens.

Rear-access garages or carports within plots are permitted. Garages against the frontage building line are not permitted.

Visitor bays should be dispersed on a site. Rear parking courts should be balanced with visitor parking in the 'frontage' street.

Parking for non-residential uses should be primarily provided within shared public car parking areas - refer to parts of section 3.

Refer to & follow advice in "Car Parking: What Works Where" [English Partnerships, see Appendix 6].

5.1 Street Typology

The street hierarchy map in Walker is illustrated below, with the different street types listed below. The street types correspond to road types (in brackets) as defined in the Newcastle City Council's Design & Construction Guidelines.

- Walker Boulevard (District Distributor)
- Main Street (Local Distributor)
- Side Street (Local road with buses)
- Local Street (Access collector)
- Green Corridors (Shared surface street)
- Mews, Lanes, Courtyards (Shared surface street)

A key target in introducing this hierarchy of definitions is to produce a variety of different street characters through new development works. In this section full details of each street type include key features, design parameters, and material palettes.

Proposals should seek to maximise the character of streets and spaces. This means creating distinctive and recognisable spaces and layouts in side street, local street and mews/lanes/courtyards while ensuring that unifying elements that are essential to the image of the wider area, such as the Boulevard and Main street treatments are clearly and consistently applied. Street layouts should be led by the placing of buildings to create these spaces, rather than dictating a highways-led streetscape.

When preparing proposals that involve amendments to highways, designers and applicants should ensure that their proposals follow the hierarchical road structure outlined in this section, and that the street and highway design follows the detailed guidance provided for each section.

5.2 Walker Road “Boulevard”

Walker Road is the key route providing primary connections and access for Walker Riverside.

Changing the format and presentation of Walker Road is key to the regeneration of Walker, to overcome the sense of division and lack of character associated with the current street layout. From Glasshouse Street to Fossway, Walker Road is to become an urban Boulevard, following the overall design parameters shown here.

It is essential that Developers discuss the arrangement of the ‘Boulevard’ with the City, & seek clarification through Site Briefs for each location. The layouts shown here are purely indicative.

Key features

The Boulevard treatment is made up of three key components:

- Regular tree planting in the verge wherever practicable or within front gardens where this is not possible. Refer to Appendix A4 for detailed requirements concerning street tree planting.

- Building frontages that deliberately face onto and are accessed from Walker Road.

- Provision for vehicles, pedestrians and cyclists to all safely inhabit the street.

Design alignments for the Boulevard will be provided through Newcastle City Council. Final combinations of the components will vary due to the following factors relating to the complex existing urban environment:

Activities around the Community Focus area, with residential generally elsewhere
 “Gateways” that signal transition from one neighbourhood to another

Road widths to suit occasional freight traffic, between Malaya Drive and Station Road

Design Parameters

Public	Road Speed	30mph
	Roadway	2x 3.65m vehicular + 2x 1.50m cycle + 2x 2.5m parking where specified
	Kerb Type	Raised (100mm nominal)
	Verge & footways	2x 2m to 3m paved verges + 2x 2m footways
	Tree Planting	Acer Platanoides Emerald Queen or Carpinus Betulus [Fastigate] in paving, or Sorbus in gardens. Aligned with plot divisions: 10-12m centres.
Private	Corner Radii	10.00m at Main Streets, 6.00m at Local and Side Streets
	Building Height	2 storeys generally, 3-5 storeys at corners & at Community Focus
	Plot width	5m minimum
	Frontage on building line	80-100%
	Front garden / setback	2m to 3m
	Rear Garden	10m minimum at mid terrace, 5m behind street corners

Carriageway surface
 Bituminous

Cycle Lane surface
 Bituminous

Lay-by surface
 PC Concrete Setts, contrast

Carriageway kerbs
 PC Concrete [Conservation]

Vehicle Crossings
 PC Concrete Setts

Verge Surface
 PC Concrete Setts & Edging

Footway Surface
 PC Concrete Paving Flags

Planting
 Semi-mature trees 10-12m cc

5.3 Main Streets

St. Anthony’s Road and Welbeck Road are part of the main through routes for Walker for public transport, cyclists and vehicles. They host existing residential and commercial uses.

These routes are not identified for development under the Area Action Plan, and are therefore unlikely to change greatly in the near future.

If significant development takes place [more than 10 frontage plots on a Main Street], the street

arrangements shown here should be implemented.

Key features

Where improvements to the street can be implemented, key components should include:

- Increased tree planting along the roadway wherever widths allow
- Building frontages & entrances that address streets
- Continued existence of strong boundary definition with walls, railings or hedges

St.. Anthony's Road already benefits from trees, set in a grass verge on both sides. With the current provision of in-curtilage parking it is unlikely that any additional planting can be made. However, trees should be planted around any new junctions to serve developments. Welbeck Road currently has no street trees and every opportunity should be taken to provide them in the footway when works to the highway allow. Any new development should carefully study of existing surroundings, and indicate in any application material how it intends to respond positively to the context.

- Whenever works to highways are undertaken, street furniture and fittings should be selected to match those in use across Walker Riverside.

Design Parameters

Public	Road Speed	30mph
	Roadway	2x 3.0m vehicular + 2x 1.50m cycle + 1x 2.5m parking where specified
	Kerb Type	Raised (<i>100mm nominal</i>)
	Verge & Footway	2x 2m to 4.5m grassed verges + 2x 2m footways
	Tree Planting	Tilia Cordata 'Greenspire', approximately 10-12m centres where possible
Private	Corner Radii	10.00m at Main Streets, 6.00m at Local and Side Streets
	Building Height	2 Storeys generally, with 3-4 storeys at corners and junctions
	Plot width	5m minimum
	Frontage on building line	80-100%
	Front garden / setback	1.50m to 2.00m max, with 1m high wall or railing enclosure
	Rear Garden	10 minimum

Carriageway surface	Cycle Lane surface	Lay-by surface	Carriageway kerbs
Bituminous	Bituminous	Bituminous	PC Concrete [Standard]

Vehicle Crossings

Verge Surface

Footway Surface

Planting

Bituminous

PC Concrete Setts &
Edging

Bituminous

Semi-mature trees 10-12m
cc

5.4 Side Streets

Side Streets connect between the Boulevard and Main Streets through residential areas.

Their character relates to a wide range of uses. Local bus services may use them, some provide access for the local community to the facilities on the Main Streets and Boulevard, and they also host residential activities.

If significant development takes place [more than 10 frontage plots on a Side Street], the street layouts shown here should be implemented. Speeds should be reduced to 20mph where practicable [not on public transport routes] with pinch points.

Key features

Where improvements to the street can be implemented, key components should include:

- Increased tree planting along the roadway wherever widths allow
- Building frontages & entrances that address road ways
- Continued existence of strong boundary definition with walls, railings or hedges

Any new development should carry out careful study of existing surroundings, and indicate in any application material how it intends to respond positively to the context.

Whenever works to highways are undertaken, street furniture and fittings should be selected to match those in use across Walker Riverside. The Side Streets will become characterised by tree planting on both sides of the highway to create, where possible, tree lined roads. The trees will not be located within the footway and in 'build-outs' that also serve as traffic calming features.

Design Parameters

Public	Road Speed	30 or 20mph - check with NCC, especially regarding bus routes.
	Carriageway	2x 2.75m vehicular & cycle + 1x 2.5m parking [localised]
	Kerb Type	Raised (100mm nominal)
	Verge & footways	2x 2.0m to 2.5m grassed verges + 2x 2m footways
	Tree Planting	Pyrus 'Chanticleer', Betula pendula 'Tristis', Corylus collurna, Fraxinus angustifolia 'Raywood', Prunus avium 'Plena' in 'pinch-points' & footway
Private	Corner Radii	6.00m
	Building heights	2 Storeys generally, with 3 storeys at corners and junctions
	Plot width	5m minimum
	Frontage on building line	80-100%
	Front garden / setback	2.00m min.- 6.50m for in-curtilage parking, with 1m high wall or railing
	Rear Garden	10 minimum

Carriageway surface Bituminous	Cycle Lane surface Bituminous	Lay-by surface Bituminous	Carriageway kerbs PC Concrete [Standard]
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Vehicle Crossings Bituminous	Verge Surface PC Concrete Setts & Edging	Footway Surface Bituminous	Planting Within footway & build-outs
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5.5 Local Streets

Local Streets are traditional streets within the main residential areas featuring segregated carriageway and footways. The priority however, is on pedestrian use achieved through the design and layout of the street. Designs should emphasis human scale and pedestrian priority.

Local streets are in general shorter roads connecting to the lowest level of the road hierarchy [Side Streets to Mews, Lanes and Courtyards] and therefore should not link directly to the Boulevard or Main Streets.

Key features

Where improvements to the street can be implemented, key components should include:

- Increased tree planting within the footway wherever widths allow

Design Parameters

Public	Road Speed	20mph
	Carriageway	2x 2.75m vehicular & cycle, no separate parking
	Kerb Type	None: level / at grade
	Verge & footways	2x 2.0m to 2.5m grassed verges + 2x 2.0m to 3.5m footways
	Tree Planting	Pyrus 'Chanticleer', Betula pendula 'Tristis', Prunus padus 'Ichyo', Prunus padus 'Albertii', Pyrus 'Chanticleer', Sorbus x thuringiaca 'Fastigiata', in footway
Private	Corner Radii	6.00m
	Building Height	2 Storeys generally, with 3 storeys at corners and junctions
	Plot width	5m minimum
	Frontage on building line	80-100%
	Front Garden / setback	2.0m min, 6.5m for in curtilage parking, with 1m high boundary railing
	Rear Garden	10 minimum

Carriageway surface Bituminous	Cycle Lane surface Bituminous	Lay-by surface Not applicable	Carriageway kerbs PC Concrete [Standard]
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Vehicle Crossings Bituminous	Verge Surface PC Concrete Setts & Edging	Footway Surface Bituminous	Planting Trees within footway
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5.6 Mews, Lanes & Courtyards

Mews, Lanes and Courtyards are the only residential areas where pedestrians and cyclists have priority over vehicles.

They will be based on Home Zones principles - surface materials, building layout and landscaping features should be designed to reduce traffic speeds within these shared surface areas. They will be accessed from Local Streets where speeds are limited to 20mph. These streets are intended for residents only so there will be no through traffic or public transport routes.

Mews, Lanes and Courtyards will be used for more intimate development within larger blocks.

Key features

Walking, play opportunity, cycling and parking should all be accommodated within a single space. There are endless design solutions best generated by responding to landscape, orientation, street pattern & built form. In this type of street there will be no level change between footway and vehicle path. Delineation of specific areas is achieved with informal landscaping both hard and soft, street lighting and bollards. Pedestrian scale lighting and benches are to be provided. Note that Homezone shared surfaces do not contribute to Open Space provision for a site. Large scale plans & perspective views should be used to illustrate issues of adoption areas, services location, ownership boundaries, carriageway widths & vehicle passing spaces.

Street Planting

Within Mews, Lanes and Courtyards tree and shrub planting will be used extensively to define spatial variety at a finely tuned scale. Planting should be seen as an integral part of the street design. Care should be taken to ensure that planting does not obstruct perceived pedestrian desire lines or sight lines.

Design Parameters

Public	Road Speed	20mph
	Carriageway	Irregular formation, combined usage: minimum 3.7m width

	Kerb Type	None: level / at grade
	Verge & footways	No regular verges + 2x 2m to 3.5m footways
	Tree Planting	Pyrus 'Chanticleer', Betula pendula 'Tristis', Prunus padus 'Ichyo', Prunus padus 'Albertii', Pyrus 'Chanticleer', Sorbus x thuringiaca 'Fastigiata'
	Corner Radii	6.00m at junctions. Highway alignment to be based on vehicle track
Private	Building Height	2 Storeys generally, with 3 storeys at corners and junctions
	Plot width	5m minimum
	Frontage on building line	80-100%
	Front garden / setback	2.00m min, 6.50m for in curtilage parking, with 1m high wall or railing
	Rear Garden	10 minimum

Carriageway surface	Cycle Lane surface	Lay-by surface	Carriageway kerbs
PC Concrete Setts	Within shared surface	Within shared surface	Not applicable

Vehicle Crossings	Verge Surface	Footway Surface	Planting
PC Concrete Setts, contrast	Shared surface, Concrete setts	Shared surface, Concrete setts	Trees & shrubs around parking

5.7 Green Corridors

The Area Action Plan includes provision of new or improved 'Green Corridors' to form a network of links between Riverside Park & residential areas to increase access, safety & use of open spaces.

Green corridors are a form of Local Streets, sharing the same essential features such as accessibility & safe routes with priority for walking & cycling.

These spaces will vary significantly in character depending on location and surroundings. Routes based on existing streets will have less open space than new routes, but all will be tree lined and well lit. Some areas may have more hard landscaping, others will be primarily planted or grassed spaces.

- Green corridors may include small additional spaces such as play areas or communal gardens.
- Buildings should face active frontages into the space for allow natural surveillance.
- Any parking should be carefully designed to avoid dominating spaces.
- Spaces and routes should have an 'open' feel to ensure good visibility, should

emphasise pedestrian & cyclist access over vehicular traffic.

- Street furniture and public realm artwork should be used to develop specific character and images for each space, whilst general surfaces and material finishes should be consistent with the wider area.
- A mixture of native and non-native plant material should be used within the green fingers. A detailed list has not been provided for this section as it proposed that a mix of species specified for the other street types will be appropriate and this mix will change according to locality. For example where the Green Corridor meets the Riverside Park a mix predominantly of, but not exclusively, native species should be used. Adjacent to the Community Focus a single variety of ornamental species as used on the Boulevard would be appropriate.

Future Boulevard Development

Note that specific requirements for buildings located on Walker Road may apply, in connection with noise-related issues. Refer to sections 8.2.3 and 8.3 for guidance relating to service vents and window & door specifications.

Boulevard junctions

Junctions for Side Street/Local Street/Mews and Courtyards

Local Street

Homezone Courtyard - typical access

6.1 Open spaces

Walker Riverside includes generous areas of parks and open spaces. The Area Action Plan directs significant intervention or redistribution: maximising these assets through improved access, safety, maintenance and design is key to attracting and retaining inhabitants in Walker.

Developers should consult city-wide & local guidance when drafting proposals:

- Newcastle Green Space Strategy, for citywide standards and policy
- The emerging Walker Green space strategy, targeting works & providing locational briefs
- SPG14, Childrens Play*
- SPG22, Nature Conservation*

Note that these documents (*) may be replaced by emerging LDF documents. Other sections of this Code are also directly relevant to open space provision, e.g. section 4.

6.2 Green Corridors

The Area Action Plan specifically identifies several 'Green Corridors' that increase & enhance access to open space via strategic links. They should:

- Act as a wildlife corridor ,& therefore include promote nature conservation & biodiversity.
- Include tree planting using species and that have an mature height of at least 15m.
- Accommodate multiple movement patterns: cycling, pedestrians, horse-riding in some locations, and roads for adjacent housing.
- Feature pedestrian & cycling routes at least 3m wide. Vehicle & pedestrian / cycle routes should be separated by a min. 2.5m planted strip, either grass with trees or a shrubs with trees. Walking and cycling routes should adopt informal alignments, to create interest.

Refer to section 5.7 for detailed guidance.

6.3 Riverside

The Riverside is a unique facility, historically significant and important as an area for wildlife and recreation. Works undertaken under the Area Action Plan will need to address key issues:

- Routes need increased security & safety through improved lighting, overlooked access points, strategic maintenance / thinning & protected road crossings.
- Introduction of positive activities and occupancy whilst protecting wildlife.

6.4 Equipped Play Areas

- Generally, play areas should be built after any adjacent development is complete and in consultation with user groups and residents.
- Equipment should be enclosed with safety fencing and dog-proof gates. Equipment should be largely of metal construction.
- Design should accord with European Standards EN 1176 & EN 1177 and guidelines

issued by RoSPA.

7.1 Sustainable Development

Development work in Walker Riverside should seek to be “sustainable” in environmental, social & economic terms. The intention is to make places that minimise their impact on the local & global environment, are healthier & more enjoyable to live in, and offer long-term viability. Refer to Appendix A6 for further advice & guidance.

7.2 Environmental Performance

The Area Action Plan sets standards for environmental performance and waste management, clarified through this Code:

- Offices, Industrial, Retail & Schools – “Very Good” rating under the BREEAM scheme
- Housing – “Very Good” rating under the BREEAM Ecohomes scheme. The Ecohomes requirement for internal & external waste recycling storage should be met in full.

This requirement will be updated on a two-year cycle to reflect current “Best Practice”.

7.3 Renewable Energy

UK government policies support ‘Microgeneration’, the creation of cleaner energy near point of use. The Newcastle Local Development Framework will require renewable energy installations within most housing developments, and baseline energy use standards for all housing.

Residential developers should meet the LDF minimum requirement in their proposals, and should also seek to minimise carbon emissions from developments by:

- Reducing operational energy demands through energy efficiency measures
- Exceeding minimum “renewable” generation.

7.4 Sustainable Drainage Systems (SUDS)

Wherever practicable, developments in Walker Riverside should seek to provide drainage installations that minimise the flow of surface water into mains drainage systems. This is intended to maintain the natural water cycle while reducing demands on mains infrastructure.

SUDS require detailed technical design using expert guidance. Preliminary guidance includes:

- PPG 25, “Development & Flood Risk”
- Sustainable Urban Drainage Systems [SUDS] Good Practice advice, from CIRIA.
- Forthcoming guidance within the Local Development Framework.

Walker Riverside is an existing urban area, and provision of SUDS installations should be tailored accordingly. Every development should provide one or more of the following, which will contribute to requirements such as Ecohomes:

- A water butt for every dwelling with a garden.
- “Green” roofs [of various types], especially on larger low-pitch roofs & where roofs will be overlooked.
- “Permeable” paving or roadway installations in unadopted areas, especially areas of block paving, subject to ground conditions and building proximity.

7.5 Lifetime Homes

The Area Action Plan requires new housing in Walker Riverside to facilitate the varying needs of occupiers as these change over a lifetime, through the application of the Lifetime Homes [LTH].

- LTH requires specific internal and external provisions for dwellings. Each of the 16 requirements defined by Joseph Rowntree Foundation within LTH should be met when this standard is required.

8.1 Design Principles

The Area Action Plan for Walker Riverside explicitly mandates quality design. Building design is one of the primary elements shaping the quality of Walker. To achieve this:

- Designers should create a positive sense of place, both in overall concept and in detail.
- Designers should build upon regional & local characteristics, whilst also resolving designs with innovative and imaginative solutions to the benefit of the community & environment.

Publications are widely available to provide guidance for designers, who should become familiar with principles in the following documents and demonstrate them in their designs. Refer to Appendix A6 for reference details:

- “Urban Design Compendium”;
- “By Design: Urban Design in the Planning System”
- “By Design: Better Places to Live”

Use of Standard Types or Elements

A fundamental reliance on standard elements or layouts in a design scheme is not acceptable, in the interests of creating a distinctive place:

- Designs that contain standard design ‘boxes’ dressed with ‘bolt-on’ feature elements which do not arise from local context will be resisted.
- Standardised design elements [e.g. house-types] should demonstrate tailored response to context, to exact location, & the public realm in order to create an engaging built environment.
- Standardised design elements should offer flexibility, an inherent high quality of design & a sense of positive identity for inhabitants.
- Only certain industrial type buildings within designated industrial zones in Walker will benefit from a flexible interpretation of this requirement. This flexibility is not a dispensation from contextual considerations – all proposals will be expected to support basic streetscape design and contribute positively to the character & identity of the area, especially in relation to human-scale building elements such as entrances.

8.2 Building Materials

Materials influence the perception and experience of a place, and define the durability of buildings. Designers should respect local building traditions, especially in masonry design:

- This Code does not allocate materials to be used, but gives guidance on achieving quality.

- Materials should be sourced locally or regionally whenever possible, to support local character & minimise environmental impact.
- Materials that are not common locally should be used only when there is value in contrast, and when they are integral to a highly positive design concept.

8.2.1 Exterior Walls

Brickwork

- Bricks should be chosen for their contribution to the character of spaces between buildings, not just expression of individual buildings.

Brickwork specification should be robust:

- Facing bricks & mortars should resist frost and minimise potential 'efflorescence'. Bricks should meet Class F2 and S1 or S2 under BS EN 771-1.
- Low absorption bricks should be used below damp-proof course & in high exposure areas.

Stonework

- Where stonework is to be used, preference is for natural sandstones from regional sources.
- Any manufactured stone should be detailed to appear as if it were natural stone. Details submitted should identify the casting method.
- Natural or cast stonework should be detailed in line with published good practice to ensure high durability. Minimum 1:20 details of stonework detailing should be submitted. Copings, arches, lintels, subsills etc. should relate to pre-existing local patterns.
- Subsills should be 'stooled', not 'slip' sills .

Masonry Detailing

- Expansion joints should be concealed wherever possible e.g. behind downpipes, within corner returns or other features.
- Masonry reveals should be formed to the full depth of the outer leaf, with the frame rebated behind the masonry leaf, in the interest of durability and climatic resistance.

Render

'Render' is a general term for a wide variety of wall coatings, and requires further description to properly identify the material finish. To ensure a robust specification and appropriate appearance, the build-up of render should be fully described, including:

- Foundation layers – e.g. masonry / building board / insulation system
- Build-up – e.g. traditional sand-cement / synthetic / proprietary product name / approximate thickness
- Colour – e.g. paint coated / top-coat pigmented / through-colour pigmented
- Surface finish – e.g. wet dash aggregate / harled / dry dash / tooling technique (dragged, scraped, rilled etc)
- Reveal and base details – e.g. beaded / bellcast / drip flashed

Particular attention should be paid to weathering details. Service penetrations, coping overhangs, sill ends and drips, flashings etc should provide adequate water-shot detailing to avoid long-term staining and damage. Close attention should be paid to joints in these elements. Render should stop above DPC courses to prevent damage from 'damp' and rain splash.

Timber cladding

- Timber cladding may be appropriate where loadings are a consideration, insulation values and sustainability are key issues, or where there are aesthetic and contextual reasons.
- Timber cladding should use durable species such as western red cedar, iroko, oak, and sweet chestnut from sustainable sources [FSC or PEFC certified].
- All timber cladding should be constructed as a 'rain-screen' arrangement with a 50mm ventilated cavity behind & minimum 300mm overhang protection above. Design should follow best practice guidance from TRADA.
- Flues & outlets should not be located within the timber cladding. Junctions should be very carefully detailed to avoid water staining and weathering damage. Boiler flues should not be near timber-clad areas, due to the likelihood of acidic vapours condensing on the boards.

8.2.2 Roofs

Roofs are a key element within the overall urban form & streetscape:

- Design Statements should include an illustrated context appraisal and design response emphasising unity or diversity, continuity, rhythm or accents.
- Mixing of roof materials should not be random, but emphasis character and location for particular plots or groups of buildings.
- Priority should be given to providing potential attic conversion spaces, as this can reduce pressure to extend buildings in urban areas.

Roofs should be appropriately scaled and proportioned with regard to the overall streetscape and adjacent elevations:

- Simple pitched roofs with gables or hips will be permitted. Half hipped and mansard roofs are not generally found in the Walker area.
- Flat or low-pitch roofs will be permitted where integrity of the building concept demands.
- Where 'thick' roofs could present over-scaled eaves the fascia should be profiled to avoid presenting large flat faces on elevations.
- Eaves overhangs should exceed 300mm to ensure protection of the wall below – minimal projections will not be permitted, in the interests of long-term climatic durability.
- Box fascias and soffits will not be allowed on residential developments, as these suppress expression of the roof element.

Pitched roofs

Pitched roofs should reflect traditional Tyneside configurations:

- Pitched roof finishes should be: natural slate, clay tiles, pan tiles or Roman tiles.
- Concrete interlocking tiles should be detailed to mitigate potential to appear monotonous and repetitive: roofscapes should be varied through setting out and features.
- Tile or slate verges should feature cloaked or bedded details. Plastic or clip-on verges will not be permitted, due to poor durability.
- Dormers should closely reflect local tradition. Dormers that do not rise directly from the front elevation should be timber finished. If the dormer roof is gabled the verge

should project at least 100mm.

Flat and low-pitch roofs

- Preferred materials for sheet metal finishes are lead with roll batten joints, pre-patinated & welded-joint copper or zinc. Other materials should seek to imitate these finishes and detailing, except for industrial buildings.
- Flat and low-pitch roofs should not present featureless surfaces and edges to the street & overlooking buildings. Eaves and parapets should create 'clean' lines, & minimise water staining / weathering issues on walls below.
- Proposals for low-pitch roofs should show that they have considered using a planted roof, either 'green' or 'brown', 'intensive' or 'extensive'. Design options can be low-cost, impose minimal structural loading, benefit the energy performance of the building, and contribute to environmental targets.

Solar energy collectors

Solar energy collectors [thermal or photovoltaic] are encouraged. New developments should integrate collectors into the roof finish; refurbishment projects should do so if the roof finish is being renewed. Wall-mounted collectors will only be permitted on secondary elevations.

8.2.3 External drainage & services

External service elements should be considered from the outset of the design process. Modern buildings are highly serviced, and these requirements should ensure that building designs are not spoiled by ill-considered service elements.

Designs should minimise negative impacts on the visual composition and occupancy functions of a building. Consideration should be actively given to relocating the outlet, the associated internal appliance, or even the associated room to avoid conflicts. This is particularly applicable to 'primary' or approach elevations and important 'feature' elements, and should be supported by a clear definition of 'front' and 'back' elevations.

Reference to 'standard practice' or 'utility requirements' is not an acceptable explanation for ill-considered arrangements.

Appendix A5 contains a checklist of service outlets that should be illustrated on drawings submitted for Planning Approval.

New buildings on Walker Road should minimise noise-related issues by avoiding the location of service vents on elevations facing the road.

8.3 Windows

Windows and doors play a major role in the identity of places, enabling supervision & participation whilst mediating between public & private, and their designs should respond to this:

- Proportions of windows should generally be vertical, in keeping with local heritage & relationship to human body proportions. General departure from this rule is only acceptable when an acceptable relationship to surroundings is demonstrated through contextual streetscape elevations & sections.
- Window design should seek to maximise penetration of daylight into the depths of a room, for wellbeing & energy saving.
- Designers should explicitly check internal daylight penetration to all habitable rooms

using readily available 'rules of thumb', and for all public, institutional & office buildings should undergo daylight modelling analysis.

- Bathroom, shower or 'en-suite' windows should not be located on principal street elevations.
- Pvc-u windows will not be permitted, avoiding environmental impacts from manufacture, and supporting the traditional character of Walker.
- 'Fake' clip-on or glazing-insert mullions or transoms are not permitted.
- All windows should be detailed to meet best practice standards at the time of construction, including sufficient projection sills, all necessary weathering drips & rebates.
- All residential schemes should comply with the requirements of the "Secured by Design" programme, including window specification.
- Refer to 'masonry detailing' for further specific requirements.

Window frame finishes should be carefully selected to contribute to the character of place:

- Timber frames should have opaque or transparent factory-applied coatings.
- Metal frames / facia should have a factory-applied polyester coating or similar. PVC based coatings are not acceptable.
- Colours: white is generally acceptable assuming this is harmonious to the overall elevation. Other colours will be considered only if they positively support the overall design concept for the place & building.

Properties located along Walker Road Boulevard should take consideration of noise issues when specifying windows adjacent to the highway. Designers are directed to contact Newcastle City Public Health and Environmental Protection for detailed advice. The following specifications may be required in order to comply with environmental health guidelines:

- Triple-glazing
- Provision of background ventilation by means other than trickle vents fitted into the window frames

These requirements may also be relevant to doors on the elevations adjacent Walker Road.

8.4 Entrances & doors

Doors and entrances are as equally important as windows. They often become an expression of the individuality of occupants & host meetings between people at the threshold between the public and private realms. These places should therefore allow & even encourage personalisation, engagement with the street, and reinforce a gradation of privacy:

- Pvc-u doors are not permitted, to avoid the environmental impact of their materials.
- All residential schemes should comply with the requirements of the "Secured by Design" programme, including door specification.
- Pre-formed or all-in-one porch / canopy units are not permitted, to avoid dominating streets with repetitive imitation products that minimise scope for individualised expression.
- Refer to 'masonry detailing' for further specific requirements.

8.5 Decorative Detailing

Where designers wish to employ decorative detailing are encouraged to do so as part of a stimulating & engaging design:

- Any use of decorative motifs or details should first consider reference to pre-existing details in the area. Designers should refer to section 3 for notes on specific Character Area elements, and should also study adjacent buildings and areas for inspiration.
- Even if a design may be considered as a modern or minimalist composition, designers should give consideration to motif elements or arrangements within their designs that may reinforce or donate identity to the locality. These may be relatively abstract, and operate at a composition rather than detail level, but should not be imported into the area without clear validity in the physical or social context.
- Designers should actively consider whether a development may benefit from the involvement of artists, with long-term installations, development of decorative elements, temporary events, lighting schemes and public involvement programmes being selected examples from a wide range of possibilities. Locally-based artists will be especially valuable to developments, in the context of the Walker Regeneration programme.

A1 *Production History*

March 2002

Council appoints PfP as strategic regeneration partner for the Walker Regeneration programme

March 2004

Llewelyn-Davies produce Draft Masterplan and Design Guide

May 2004

City Council and PfP sign contract with ODPM to produce Design Code

September 2004

Design Code 'Charette' develops outline of code for key character areas in Walker

November 2004

Walker Riverside Community Enquiry [week long Enquiry by Design event] reviews and refines Draft Masterplan

December 2004

Joint working between Newcastle City Council, Places for People, Bellway Homes, Emblem Homes and Enterprise 5 Housing Association produces Draft Design Code

February 2006

Walker Riverside Management Executive endorses Draft Design Code and releases it for informal consultation

April 2006

Walker Riverside Area Action Plan submitted to Secretary of State

June 2006

Statutory 6 week consultation on Design Code

Spring 2007

Adoption of Walker Riverside Area Action Plan and Design Code. Commence monitoring.

A2 Lifetime Streets

Management planning

- Landscape & public realm designs should indicate what responsibilities are allocated for the scheme after completion of the works.
- Where practical, areas can be identified for management and maintenance by residents.

Cleansing

- Paving materials specification should withstand regular use of a 5 tonne compact sweeper & aggressive cleansing such as power-washing. Street furniture layouts should allow access for cleansing vehicles.
- Residential properties should be provided with a covered and screened store for 3no 240 litre wheeled bins [1no 360 litre and 2no 240 litre bins 6+ people live in one property].
- Apartment buildings should provide communal storage for recycling collections.
- There should be clear demarkation of materials between adjacent adopted and private areas to clarify maintenance & access.

Street Furniture

- Apply visually appropriate protective coatings, particularly on flat surfaces, to deter fly-posting and graffiti. Columns & posts should have protective coating to 2.4m height.
- Light columns should, in appropriate areas e.g. civic square, gateway features etc, be capable to supporting hanging baskets, tanners, flags, festive and creative lighting. These should be load tested.
- Painted metal street furniture – decorative, protective coating, if applied, should have a maintenance cycle of at least 5 years. Prepare galvanised metal prior to painting.
- Permanent planting boxes/containers are preferred in key locations.

Planting generally

- Grass planting within public areas should be a minimum of 2.4m wide & 20m² area.
- Planting immediately adjacent to vehicle carriageways carrying traffic over 20mph should have a 0.6m+ paved separation zone.
- Planting should feature low maintenance varieties, a mixture of evergreen & deciduous, and native varieties with biodiversity value.
- Shrubs adjacent footways and highways should be restricted to 1m high.

A3 Nature Conservation

Habitats managed for wildlife in the city contribute to the appeal of the local environment, creating attractive areas where people want to live and work. Accessibility to wildlife also makes a proven contribution to health and wellbeing. Public consultation has shown that people want to see more wildlife & areas for wildlife.

The Council has a number of nature conservation policies that Developers should consult. These ensure that development in the city complies with wildlife legislation and contributes to nature conservation by protecting and enhancing the city's biodiversity.

Walker Riverside Park

Walker Riverside Park is a narrow strip of public open space extending 2.5 km along the river, covering around 18.65 hectares.

Surveys carried out in 2003 identified 10ha of grassland/ woodland plantation within the park, which meets the guidelines for designation as a Site of Nature Conservation Importance (SNCI). The River Tyne Corridor is also recognised in the UDP as a Wildlife Corridor. The site has been recognised for many years for its botanical diversity. The area was formerly an industrial area used for the shipbuilding, glass & pottery making and tar production.

In the 1980s asbestos contamination was removed, and wild flowers & low maintenance grass mixes sown between linear blocks of plantation woodland. The result is a mosaic of diverse grass lands surrounded by thick early successional shrub/woodland. The plantation woodland is locally important for breeding warblers and thrush species such as the song thrush, a Biodiversity Action Plan 'target species'. There are over 200 species of plants recorded at the site with evidence of relict ballast species of botanical significance. The site has also become locally important for a wide range of insects.

There is also 1.3 ha of grassland located on the former Walker Railway Station north of Malaya Drive. The site is in the ownership of Newcastle City Council and is also part of Hadrian's Way strategic cycle route. This site has high floristic diversity which is recognised in its designation as an SNCI. A number of calcicoles are found at the site, consistent with the incidence of crushed limestone found in railway ballast.

Trees in Walker Riverside

"Trees Newcastle" is the city's tree strategy and contains actions to protect, care for and improve tree cover. Compared to the rest of Newcastle the Walker area has few trees, few Tree Preservation Orders and no mature woodlands.

Groups of mature trees are rare, for example at Walker Park & Churchyard and St.. Lawrence Park. There are a number of younger plantations associated with land reclamation, environmental improvement or redevelopment schemes within the last 30 years. Management of young trees has been poor, many having grown into dense stands that can detract from amenity and do little for people or for wildlife.

Many trees in Walker need thinning and proper management. Regeneration also provides a good opportunity to increase woodland diversity for healthier & more attractive living environments. Street trees were identified as a major priority in Citywide consultations. More trees would soften the appearance of Walker's many straight roads to create more pleasant routes through the area.

Newcastle Biodiversity Action Plan (NBAP)

Developers will be required to contribute to the NBAP by including the conservation, enhancement and creation of targeted habitats into development proposals. The NBAP has selected nine species & twelve habitats to target their conservation and management in the city.

Local BAPs are intended to ensure that national biodiversity targets operate at local level. The NBAP is Corporate Priority Policy, part of the Newcastle City Council Environmental Charter and supersedes Supplementary Policy Guidance on Nature Conservation.

The following relevant wildlife habitats are targeted in the UK BAP as having the most species of conservation concern:

- Dene Woodland
- Gardens and Allotments
- Scrub, Shrub and Hedgerow
- Industrial Land
- Man-made structures
- Parks, open space and roadside verges
- Rivers and Streams
- Tyne Estuary and Tidal Streams

A4 Street Planting

The use of trees within the highway is an important element in establishing a character for the street hierarchy in Walker.

Tree species vary according to location and function and the recommended varieties for each category of street are identified in the Tree Planting Matrix below. For public spaces and feature trees, at major junctions for example, the variety selection has been left open to enable designers to introduce some variation. The tree species and varieties recommended as street trees are based on proven success elsewhere in the City.

- Full details for tree planting adjacent to highways can be found in ‘Standard Details & Specifications for Highway Tree Planting’ published by the City of Newcastle Regeneration Directorate.
- All new trees should conform to British Standards ‘Specification for Nursery Stock’ (BS3936 Part 1) and the National Plant Specification. The size at planting will depend to some extent on the variety however all street trees shall have a minimum girth of 18cm, a minimum of 2m clear stem and be supplied as ‘rootballed’.
- All street trees should be supported by underground guys.
- In streets where parking is allowed on the adjacent verge the tree planting pits should be surrounded by a raised kerb detail.
- Planting pits without tree grilles in paved areas should be surfaced with resin bound gravel.
- In avenue situations every attempt should be made to maximise the soil volume available to each tree. This should be achieved by a continuous soil strip running under various surface materials and through which services that run across the trench are protected.
- Trees in paved & grass areas should be protected physically from machinery. Where used, traditional tree guards should compliment grilles and other street furniture.

Shrub planting will be appropriate in a number of locations as described in sections 3 & 5:

- All shrub planting should be carried out using material that conforms to the National Plant Specification and British Standards ‘Specification for Nursery Stock’ (BS 3936). The size of the shrubs will vary according to species and variety.

Street Type	Tree Type	Size at Planting Girth cm / height m	Planting Centres- optimum	Pit Construction
Boulevard	Acer platanoides ‘Emerald Queen’	20 -25 / 4	8 m	Continuous trench under footway
Main Street	Tilia cordata ‘Green Spire’	20 -25 / 4	8 m	Continuous trench or individual pit in footway
Side Streets	Betula pendula ‘Tristis’ Corylus collurna Fraxinus angustifolia ‘Raywood’	18 – 20 / 3	Not specified, as frequently as possible	Individual pits part under footway and part in highway ‘build-out’. Build-outs larger than 4 sq.m will be planted with shrubs

Prunus avium
'Plena'

Local Street	Betula pendula 'Tristis' Prunus padus 'Ichyo' Prunus padus 'Albertii' Pyrus 'Chanticleer' Sorbus x thuringiaca 'Fastigiata'	18 – 20 / 3	Specified, as frequently as possible	Individual pits located under footway
Mews, Lanes & Courtyards	Betula pendula 'Tristis' Fraxinus angustifolia 'Raywood' Prunus avium 'Plena' Pyrus 'Chanticleer' Sorbus aria 'Majestica' Sorbus x thuringiaca 'Fastigiata'	18 – 20 /3	Not specified, as frequently as possible	In planting blocks and in conjunction with shrub planting that defines the vehicle routes and parking areas.

A5 External Building Services

Designers should identify and design the arrangement & finishes of the following items at an early stage of space planning to ensure that they have an acceptable impact on appearance and long-term durability:

- Boiler flue terminals
- Ventilation inlets and outlets
- External lighting positions
- Meter housings
- CCTV devices
- Security system devices
- Telecomm connections
- Any other service grilles or enclosures

The following express restrictions apply to specific service outlets:

- Boiler condensate outlets should be drained to internal connections, in accordance with ODPM guidance [“Guide to the Condensing Boiler Installation Assessment Procedure for Dwellings”, 2005, ISBN: 1851127844]. No external condensate outlets or piping shall be permitted.
- Condensing boiler flues should be located within the rules outlined in the ODPM Guide referenced above. Particular attention is drawn to separation requirements relating to: any boundary or facing building; any pathway or patio; any car parking space; any carport.
- No external overflow outlets will be permitted, other than for water pressure header tanks in attic spaces. These shall be terminated at eaves level over an external door in a neat manner. All other overflows should be drained internally with a ‘Tundish’ device or similar.
- The intended location of broadcast or communication receivers should be indicated on submitted drawings. Developers are strongly encouraged to provide comprehensive and integrated distribution systems for television, radio and telephony systems where groups of units can efficiently share these. Shared distribution routings should be easily accessed for future upgrading, and described or indicated on drawings.
- Any new soil vent pipe [SVP] should not be positioned externally. They should be ventilated within roof spaces using air admittance valves, with the exception of single vents at the ‘head’ of a system which should terminate in a venting cowl or tile on the roof plane.

Rainwater pipes and gutters shall be constructed of one of the following materials, in order of preference:

- Black painted mill-finish aluminium. Other colours will be considered on non-residential buildings in support of an overall design concept.
- Black pvc-u.

Chimneys can be important visual elements, providing vertical emphasis and skyline silhouette. Where their use is justified for heating or ventilation purposes, they shall be finished with a material that relates to the main superstructure or elevational detail materials on the building.

- Brick chimneys should have oversailings and flaunchings. Where modern, lightweight imitation brick constructions are required due to structural considerations, they will only be accepted subject to approval of complete full-sized samples by the Planning Authority.
- Modern venting units that fulfil a similar visual role to traditional chimneys should be designed as an expressive element on the roofline, reflecting individual plots in a composed rather than random manner. Multiple service penetrations through roofs on individual plots shall be resisted without exceptional justification.

A6 References

Core Texts

This code has been informed by current themes in national urban policy including, but not limited to:

“Towards an Urban Renaissance: the final report of the Urban Task Force” (EF & N Spon, 1999)

“Planning Policy Statement 1 (PPS1): Delivering Sustainable Development” (ODPM, 2005)

“Planning Policy Guidance 3 (PPG3): Housing” (DETR, 2000)

“By Design - Urban Design in the Planning System: Towards better practice” (DETR & CABE, 2000)

“Better Places to Live: By design” (DTLR & CABE, 2001)

“The Urban Design Compendium” (English Partnerships, 2000)

“The Guide to creating Places for People” (Places for People, undated)

Homezone Design Guidelines: 2002 (IHIE):

www.homezones.org.uk/public/guidance

Secured by Design guidelines:

www.securedbydesign.com/guides

Lifetime Homes:

www.jrf.org.uk/housingandcare/lifetimehomes

www.lifetimehomes.org.uk

“Car Parking - What works where” (English Partnerships, 2006)

Design Statements

You may wish to refer to the following for help when preparing standard Design Statements:

- www.designstatement.co.uk , a resource provided through the IGNITE Regional Centre of Excellence for Sustainable Communities.

Renewable Energy

You may wish to refer to the following for guidance on renewable energy sources:

- The Energy Saving Trust: www.est.org.uk
- DTI Microgeneration Strategy
- North East Energy Partnership
- The Energy Leadership Council, promoted by ONE North East

A7 Planning Submissions.

This appendix clarifies information required with Planning Applications, to demonstrate compliance with the Code.

Walker-specific Design Statement content

- A Design Statement should be submitted with every planning application, with additional Walker-specific content.

The statement may be very short for minor applications, but should clearly demonstrate how this Design Code has shaped the proposals and how the proposals meet all of the relevant requirements of the Design Code, by including the following information:

- Site analysis drawings extending no less than 100m from every site boundary.
- “Urban Block” drawings for the local area, showing street enclosure, routes & connections, landmarks or features,, corner treatment, uses and “active frontages”.
- Illustration of how the proposals respond to the Character Area principles in the Code.
- Description of any programme of Public Art related to the proposed development.
- A compliance questionnaire [overleaf]

Information on Drawings

Drawings should illustrate all necessary information to allow the design quality of the proposal to be properly judged against the requirements of the Code. Applicants should ensure that the following information is included on all applicable drawings:

- All significant movement or material joints, including subdivisions of rendered areas
- Indication of every exterior service inlet / outlet / grille / cover / enclosure annotated with function, material & finish - appendix A4.
- Illustration & description of all street furniture, including lighting columns, included in the proposals.
- Dimensioned illustration of all boundary enclosures [fences etc] in the proposals.
- Indication [extent, material, illumination] of any signage to be displayed upon buildings.
- All plot numbers, & related parking allocation.
- Ownership & management plan, large scale for Homezones.

This 66-point questionnaire should be completed and submitted with any Planning Application. It will be used as part of the Compliance Check carried out as part of appraising all Applications. Applicants may request an electronic copy of this schedule from the Planning Department to assist completion.

- Q1 General - has a Design Statement been submitted, including Walker-specific information as required in the Code?
- Q2 3.1 What Character Area(s) are relevant?
- Q3 3.x Specific Character Area Requirements?
- Q4 3.x Specific Character Area guidance followed?
- Q5 4.1 Block Structure - is it strongly and clearly defined?
- Q6 4.2 Block Frontage & entrances towards streets?
- Q7 4.2 Block Front and Rear definition clear?

- Q8 4.2 Consistent Building Line?
- Q9 4.2 Block Corners emphasised?
- Q10 4.2 Active frontage - doors & windows appropriate, all spaces overlooked?
- Q11 4.3 Block rears - any courtyards clearly 'front' or 'back' spaces?
- Q12 4.3 Block rears - any rear parking has direct access to the building / house?
- Q13 4.3 Block rears - any housing courtyard designed to Homezone principles?
- Q14 4.3 Block rears - private gardens: direct external access, cycle storage, size?
- Q15 4.3 Block rears - fences and boundary enclosures: height and materials?
- Q16 4.4 Block parking - no large unbroken groups?
- Q17 4.4 Block parking - visitor bays provided on-street, distributed around the site?
- Q18 4.4 Block parking - no frontage garages, any in-curtilage provision away from frontage gardens and spaces?
- Q19 4.4 Block parking - any public parking provided as a shared facility, landscaped, safe & well lit?
- Q20 4.4 Block parking - all parking spaces overlooked by habitable rooms?
- Q21 5.1 Street Typology - what street types are relevant?
- Q22 5.x Street dimensions and junctions detailed correctly?
- Q23 5.x Street materials detailed correctly?
- Q24 5.x Street planting detailed and located correctly?
- Q25 5.2 Boulevard alignment, materials, planting all comply with NCC design proposals?
- Q26 5.x Street type-specific requirements met?
- Q27 5.6 Homezone principles evident in mews/lanes/courtyards?
- Q28 5.6 Homezone spaces include specific play provision, street furniture, appropriate planting?
- Q29 5.7 Green corridors - link into wider network of routes and green links appropriately?
- Q30 5.7 Green corridors - spaces designed for activity appropriate to location & uses?
- Q31 5.7 Green corridors - details of planting layout & species appropriate to location & guidance?
- Q32 5.7 Green corridors - paths and road surfaces meet design requirements?
- Q33 5.7 Green corridors - safety achieved through lighting, overlooking, boundaries, access & routes?
- Q34 5.7 Green corridors - street furniture, public realm art, specific features used to create character?
- Q35 6.1 Open Space - fits requirements of other documents, identified at briefing / pre-application stage?
- Q36 6.3 Riverside Park - any works adjacent or within address priority issues sufficiently?
- Q37 6.4 Play equipment - meets safety and design guide requirements?
- Q38 7.2 Environmental Performance - what Ecohomes or BREEAM score is achieved?
- Q39 7.2 Environmental Performance - is full documentation of predicted score assessment provided?
- Q40 7.3 Renewable Energy - what provision is made above the minimum LDF requirements?
- Q41 7.4 SUDS - is any sustainable drainage installation provided? What detailed information is provided?
- Q42 7.5 Lifetime Homes - are all 16 LTH features provided?
- Q43 7.5 Lifetime Homes - do all properties meet the LTH requirements fully? If not, what proportion?

- Q44 8.1 Design - does the scheme demonstrate that it is not dominated by repetitive, standardised solutions?
- Q45 8.2 Building Materials - what materials are used?
- Q46 8.2 Building Materials - does the proposal meet the relevant requirements? Is all required information provided?
- Q47 8.3 Roofs - has the roof form been illustrated in context of the surrounding area? Are there street elevations?
- Q48 8.3 Roofs - is the roof form appropriate? Has it been detailed to comply with the specific requirements?
- Q49 8.3 Roofs - have features such as solar panels or green roofs been considered where required? Adequate information?
- Q50 8.3 Roofs - have appropriate materials been used, in ways that comply with specific requirements for that material?
- Q51 8.4 External Services - have all flues, extracts, pipes etc been illustrated on drawings as required?
- Q52 8.5 Windows - are these appropriately proportioned?
- Q53 8.5 Windows - are these located to achieve appropriate overlooking and surveillance of each space / street?
- Q54 8.5 Windows - does the design demonstrate achieving levels of daylighting within each building or building type?
- Q55 8.5 Windows - have material requirements met?
- Q56 8.5 Windows - will Secured by Design be applied for?
- Q57 8.5 Windows - have colour and finish requirements been met & demonstrated?
- Q58 8.6 Entrances - have material requirements been met?
- Q59 8.6 Entrances - are these spaces designed to allow individual resident's expression & character to be accommodated?
- Q60 8.6 Entrances - are repetitive door details avoided?
- Q61 8.7 Decoration - does the scheme demonstrate a particular decorative / compositional theme? How is it appropriate?
- Q62 A1 Lifetime Streets - has any public space for adoption been designed for maintenance and access?
- Q63 A2 Nature Conservation - has the scheme met any nature conservation / enhancement requirements?
- Q64 A3 Street Planting - has any planting demonstrated detailed compliance with the Code requirements?
- Q65 A4 Planning Submissions - has all required information been provided on drawings and other submitted information?
- Q66 A5 Has all of the required services design been complied with and demonstrated on drawings?

A8 Urban Design Glossary

This glossary is intended to provide general guidance, not authoritative definitions of terms which are sometimes controversial or used with different meanings in different contexts. If relevant, the source of each entry is acknowledged in the brackets following each item.

Accessibility. The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping. [By Design]

Active edge. Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall. [By Design]

Active frontages . Active frontages are building elevations that have frequent doors and windows, with few blank walls, internal uses visible from the outside, or spilling onto the street. [The Dictionary of Urbanism]

Activity spine. Street or streets along which activity is concentrated. [By Design]

Activity node. Concentration of activity at a particular point. [By Design]

Adaptability. The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions. [By Design]

Area Action Plan. A part of the Local Development Framework, focused on a specific location or area subject to conservation or significant change.

Block . The area bounded by a set of streets and undivided by any other significant streets. [The Dictionary of Urbanism]

Boulevard. A type of road, usually wide and with provision for different types of transport and movement. Often associated with above-average quality of landscaping, providing a significant route within a city

Brief. This guide refers to site-specific briefs as development briefs. Site-specific briefs are also called a variety of other names, including design briefs, planning briefs and development frameworks. [By Design]

Building elements. Doors, windows, cornices and other features. which contribute to the overall design of a building. [By Design]

Building envelope guidelines. Diagram(s) with dimensions showing the possible site and massing of a building. [By Design]

Building line. The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section. [By Design]

Build-outs. An extension of the pavement within a traditional road layout to create a narrowing of the area for vehicles. Usually provided to facilitate the introduction of pedestrian crossing points, tree planting or other street features.

Bulk. The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing. [By Design]

Business Park. An arrangement of buildings typically found in recent commercial and

industrial developments, with discreet office or workshop buildings located in a layout of parking and soft landscaping.

Character area . An area with a distinct character, identified as such so that it can be protected or enhanced by planning policy. The degree of protection is less strong than in a conservation area. [The Dictionary of Urbanism]

Character assessment. An area appraisal identifying distinguishing physical features and emphasising historical and cultural associations. [By Design]

Conservation area character appraisal. A published document defining the special architectural or historic interest which warranted the area being designated. [By Design]

Context. The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form. [By Design]

Context (or site and area) appraisal. A detailed analysis of the features of a site or area (including land uses, built and natural environment, and social and physical characteristics) which serves as the basis for an urban design framework, development brief, design guide or other policy or guidance. [By Design]

Cul-de-sac. A Street that does not connect to others; a dead-end. [The Dictionary of Urbanism]

Curtilage. The private area belonging to a building. Typically, the garden areas and driveway for a house. [The Dictionary of Urbanism]

Defensible space. Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of the space. [By Design]

Definition of streets . Enclosing the edges of streets with buildings and, sometimes, landscape so that they are clearly defined spaces. [The Dictionary of Urbanism]

Density. The floorspace of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these. [By Design]

Design guide. A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness. [By Design]

Design principle. An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or a development. [By Design]

Design standards. Specific, usually quantifiable measures of amenity and safety in residential areas. [By Design]

Design statement. A design statement sets out the design principles and solution that the planning applicant has adopted in relation to the site and its wider context, as required by PPG1 and the Planning and Compulsory Purchase Act 2004. [By Design]

Desire line. An imaginary line linking facilities or places which people would find it convenient to travel between easily. [By Design]

Development brief. A document, prepared by a local planning authority, a developer, or jointly, providing guidance on how a site of significant size or sensitivity should be developed. Site-specific briefs are sometimes known as planning briefs, design briefs and development frameworks. [By Design]

Development form. The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development. [By Design]

Distinctiveness. A quality of place derived from prominent, repeating, unique, special or characteristic aspects which makes it identifiable. Often linked to associations that people have with specific places.

Diversity. The range of different activities, uses and building types in an area. [The Dictionary of Urbanism]

Ecohomes. An environmental appraisal scheme for Housing produced by the Building Research Establishment as part of the BREEAM group of assessment tools. To be superseded by the “Code for Sustainable Homes” from April 2007.

Elevation. The facade of a building, or the drawing of a facade. [By Design]

Embodied energy. The energy consumed in the extraction, manufacture, transport and assembly on site of building materials. [The Dictionary of Urbanism]

Enclosure. The use of buildings to create a sense of defined space. [By Design]

Energy efficiency. The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site. [By Design]

Enquiry by Design. A concept evolved by the Prince’s Foundation. A participative event that draws together information, views and ideas to reconcile the aims and aspirations of stakeholders in developing a new framework for a place.

Feasibility. The viability of development in relation to economic and market conditions. [By Design]

Fenestration. The arrangement of windows on a facade. [By Design]

Figure and ground (or figure/ground, or Nolli) diagram. A plan showing the relationship between built form and publicly accessible space (including streets) by presenting the former in black and the latter as a white background (or the other way round). [By Design]

Flexible frontage. An arrangement usually applicable to the ground floor of a building, which allows for a variety of possible uses & layouts to be provided. Takes consideration of the dimensional and construction arrangements required for easy adaptation.

Footfall . A way of describing the number of pedestrians using a route. For example, busy shopping streets will have a high footfall, whereas a residential cul-de-sac will have a low footfall. [The Dictionary of Urbanism]

FSC [Forestry Stewardship Council]. Organisation which promotes the production of timber on a sustainable, managed basis. Operates a certification system known under the same

moniker, which monitors forestry management and supply chains. See also PEFC.

Garden city. A model of city development founded in 1890's which planned for integration of homes & workplaces with a high proportion of open spaces and gardens.

Grain. See 'urban grain'.

Green Corridor. A route specifically provided with trees, plants or other habitat features that support natural wildlife and enhance the attractiveness & biodiversity of the urban environment.

Green [planted] roofs. Construction and finish of a roof to include plants and associated soil for sustained growing. Types of green roof include "intensive" models with deeper soil beds to accommodate larger plants, and "extensive" which includes a shallow growing bed.

Habitable rooms . Rooms that are used for day-to-day living (such as living rooms and bedrooms) rather than for intermittent use (e.g. bathrooms). [The Dictionary of Urbanism]

Height. The height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views. [By Design]

Highway Adoption. An agreement between developers and local authorities under section 38 of the Highways Act 1980. Provides for the authority to 'adopt' and then maintain roads or footpaths as public highways, usually on condition that the construction and utility services meets specific standards.

Home Zones. Residential streets in which the road space is shared between drivers of motor vehicles and other road users, designed with the wider needs of the residents in mind. [The Dictionary of Urbanism]

Housing Market Renewal. A Government programme to restore sustainable communities in areas of the North and Midlands which have seen significant decline. "Bridging NewcastleGateshead" is the local Pathfinder organisation within this programme.

Human scale. The use within development of elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed. [By Design]

In-curtilage parking. Parking within a building's site boundary, rather than on a public street or space. [By Design]

Indicative sketch. A drawing of building forms and spaces which is intended to convey the basic elements of a possible design. [By Design]

Infill. Smaller development within an existing urban area.

Introverted layout. An arrangement of buildings which does not turn the public fronts of buildings to face outwards from the site, but presents the private 'rear' spaces of buildings to the outside edges of the site.

Landmark. A building or structure that stands out from its background by virtue of height, size or some other aspect of design. [By Design]

Landscape. The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. In towns 'townscape' describes the same concept. [By Design]

Large floor-plate . A building type which covers a very large ground floor area. A supermarket is a typical example. [The Dictionary of Urbanism]

Layout. The way buildings, routes and open spaces are placed in relation to each other. [By Design]

Legibility. The degree to which a place can be easily understood and traversed. [By Design]

Lifetime homes . With an emphasis on accessibility, Lifetime Homes have a number of design features which make the home flexible enough to cope with whatever comes along in life. Part M of the Building Regulations require all new homes to include some Lifetime Home features. [The Dictionary of Urbanism]

Local Development Framework. A set of proposals and policies prepared by Local Authorities, against which decisions on planning applications will be made. Replaces the previous "Unitary Development Plan" in Newcastle.

Local distinctiveness. The positive features of a place and its communities which contribute to its special character and sense of place. [By Design]

Massing. The combined effect of the height, bulk and silhouette of a building or group of buildings. [By Design]

Micro-climate . The specific climatic characteristics of a site, which may differ from other places in the locality by virtue of, for example, a position exposed to prevailing winds; landscape that shades it from the sun. [The Dictionary of Urbanism]

Mixed uses. A mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building. [By Design]

Movement. People and vehicles going to and passing through buildings, places and spaces. The movement network can be shown on plans, by space syntax analysis, by highway designations, by figure and ground diagrams, through data on origins and destinations or pedestrian flows, by desire lines, by details of public transport services, by walk bands or by details of cycle routes. [By Design]

Natural surveillance. The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen out of surrounding windows. Also known as passive surveillance (or supervision). [By Design]

Natural ventilation . Ventilation provided by non-mechanical means, such as openable windows. [The Dictionary of Urbanism]

Neighbourhood. A geographically localised community within a larger city, town or suburb.

Node. A place where activity and routes are concentrated often used as a synonym for junction. [By Design]

Passive solar gain . Solar heat that passes through material and is captured naturally, not by mechanical means. For example, heat from the sun may pass through glazing and be

absorbed by the internal brick wall of the building. [The Dictionary of Urbanism]

PEFC [Programme for the Endorsement of Forest Certification schemes]. Organisation which promotes the production of timber on a sustainable, managed basis. See also FSC.

Perimeter Block . An arrangement of buildings where public fronts look outwards onto the street and private backs look inwards onto other private space, so that the buildings themselves act as a barrier between public and private space. [The Dictionary of Urbanism]

Permeability. The degree to which an area has a variety of pleasant, convenient and safe routes through it. [By Design]. The characteristic of a well-connected network of streets, spaces and other routes. [The Dictionary of Urbanism]

Permeable paving. Road or footpath constructions which are designed to allow surface water to transfer through the materials to the ground.

Perspective. Illustration showing the view from a particular point as it would be seen by the human eye. [By Design]

Placemaking. The art of creating places that will attract people. Also referred to as a process associated with the creation of good, sustainable places.

Planning brief. This guide refers to site-specific briefs as development briefs. Other names, including planning briefs, design briefs and development frameworks are also used. [By Design]

Planning for Real. A participation technique (pioneered by the Neighbourhood Initiatives Foundation) that involves residents and others with an interest coming together to make a model of their area and using it to help them determine their priorities for the future. [By Design]

Planning Policy Guidance notes (PPGs). Documents embodying Government guidance on general and specific aspects of planning policy to be taken into account in formulating development plan policies and in making planning decisions. [By Design]

Plot ratio. A measurement of density generally expressed as gross floor area divided by the net site area. [By Design]

Pooled parking. An area of parking shared between different uses or buildings, to maximise usage and avoid over-provision or under-use.

Proactive development control. Any process by which a local authority works with potential planning applicants to improve the quality of development proposals as early as possible before a planning application is submitted. [By Design]

Public art. Permanent or temporary physical works of art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs. [By Design]

Public/private interface . The point at which public areas and buildings meet private ones. [By Design]

Public realm. The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Also called public realm. [By Design]

PVC-U [also known as uPVC]. Unplasticized Polyvinyl chloride, a thermoplastic polymer produced from petroleum-sourced hydrocarbons. A material commonly used in buildings in many applications, but also associated with widespread health and environmental concerns relating to production and disposal.

Rainwater attenuation. A technique employed in some SUDS installations which delays or slows the discharge of rainwater into drainage systems by providing 'holding' or storage capacity.

Range of tenures . A mix of different types of residential property, including (but not restricted to) privately owned, affordable housing, and shared ownership. [The Dictionary of Urbanism]

Regeneration [Urban]. The process of investing resources into the renewing parts of cities and communities that are not perceived as sustainable in their present form.

Renewable sources . Renewable sources of materials can be replenished naturally in a short period of time. Renewable energy sources capture their energy from ongoing natural processes such as sunshine, wind and flowing water. [The Dictionary of Urbanism]

Retaining structures. Walls, bunds, gabions or other engineering-based constructions that help to keep earth / ground levels as intended.

Scale. The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions of a building which give it its sense of scale: at other times it is the size of the elements and the way they are combined. The concept is a difficult and ambiguous one: often the word is used simply as a synonym for 'size'. [By Design]

Section. Drawing showing a slice through a building or site. [By Design]

Secured By Design. A UK Police initiative based on "designing out crime" by effective use of crime prevention and security standards. Provides advice for residents and developers, and operates a product licensing system.

Setback . The distance between the edge of a public street or space, and the front edge of a building.

Shared surface. A road which is designed without differentiation between areas for vehicles and areas for pedestrians. This is usually achieved by omitting separate pavements and introducing materials and elements that encourage drivers to be more aware of their speed and the presence of other road users.

Street furniture. Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs. [By Design]

Supplementary Planning Document (SPD). Supplementary Planning Documents provide additional detail to Local Development Framework Policies, providing guidance to developers and their designers on what is expected of them. If applications for planning do not conform with the SPD they may be refused. [The Dictionary of Urbanism]

Surveillance. The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows. [By Design]

Sustainable development. Defined by the Brundtland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future

generations to achieve their own needs and aspirations'. The UK's strategy for sustainable development "A better quality of life" was published in May 1999 and highlights the need for environmental improvement, social justice and economic success to go hand-in-hand. [By Design]

Sustainable Urban Drainage Systems [SUDS]. Surface water drainage methods that take account of quantity, quality and amenity issues are collectively referred to as Sustainable Drainage. [The Dictionary of Urbanism]

Tissue study. Comparison of scale and layout of different settlements. This technique makes use of overprinting or tracing maps of successful places over the proposed development site or area, at the same scale. Its gives the designer a clue to the capacity of a place and how it may be structured. [By Design]

Topography. A description or representation of artificial or natural features on or of the ground. [By Design]

Townscape. The visual qualities of a view, and the principles of layout that achieve those qualities. It is concerned with context and how each individual development is made to visually fit into a context. [By Design]

TRADA [Timber Research And Development Association]. Company and not-for-profit organisation that provides information on timber & wood products and how to use them.

Traffic calming . Traffic management measures designed to reduce the speed of vehicles along routes, particularly in residential areas. [The Dictionary of Urbanism]

Unallocated parking. Parking provided to serve several properties without allocating individual ownership or usage rights. Can be arranged in many ways, for example off-street groups or on-street bays. Can provide greater flexibility and optimum land use to suit varying levels of car ownership or use.

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

Urban design framework. A document which informs the preparation of development plan policies, or sets out in detail how they are to be implemented in a particular area where there is a need to control, guide and promote change. Area development frameworks are also called a variety of other names, including urban design strategies, area development frameworks, spatial masterplans, and planning and urban design frameworks. [By Design]

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

Vernacular. The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions. [By Design]

View. What is visible from a particular point. Compare 'Vista'. [By Design]

Vista. An enclosed view, usually a long and narrow one. [By Design]

Visual clutter . The uncoordinated arrangement of street furniture, signs and other features.
[The Dictionary of Urbanism]

A9 Walker Riverside Area Map

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