

Redcar & Cleveland Local Development Framework

URBAN DESIGN GUIDELINES

SPD

April 2006



REDCAR AND CLEVELAND

Front Cover

Background Image: Gisborough Hall (Image Copyright Mike Kipling)

Inset 1: Bow St Centre, Guisborough (R Higgins)

Inset 2: Cattlegrid at Liverton Village (R Higgins)

Inset 3: Zetland Court, Saltburn (Mike Kipling)

Inset 4: Housing at Skelton (R Higgins)

Aerial Photography: David Robinson

Figure 77: Guisborough Westgate, (Mike Kipling)

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

‘The Councillor’s Guide to Urban Design’
CABE 2004



Planning and Policy Context

(i) The Local Development Framework

The Redcar and Cleveland Local Development Framework (LDF) will form the development plan for Redcar and Cleveland outside the North York Moors National Park. It will eventually replace the Redcar and Cleveland Local Plan. It will contain a number of documents that, together, set out the vision, objectives, spatial strategy and policies for the development of the plan area for the next 15 years or so. It will interpret national and regional planning policies within the context of Redcar and Cleveland Borough and will aim to ensure that the future development of the Borough is planned in a sustainable manner. The LDF will take into account other strategies and plans produced by the Council and its Local Strategic Partners in order to present a shared vision and strategy to ensure consistency in programme delivery.

Under the Planning and Compulsory Purchase Act 2004, Supplementary Planning Documents (SPDs) are classified as Local Development Documents within a LDF. Their role is to extend advice presented in existing policies in Development Plan Documents (DPDs) or adopted 'saved' statutory policies. They will be subject to consultation but not independent examination and once adopted will be material considerations in the determination of planning applications. The Urban Design SPD is the first of a suite of SPD within the Redcar and Cleveland LDF that set out detailed advice on the implementation of policies.

(ii) Policy Context for the Urban Design SPD

At April 2006, the adopted development plan for Redcar and Cleveland outside the North York Moors National Park consists of:

- Regional Planning Guidance for the North East to 2016
- Tees Valley Structure Plan (2004)
- Redcar and Cleveland Local Plan (1999)

The Urban Design Guidelines SPD will supplement the following policies:

- Regional Planning Guidance (RPG) - ENV 22
- Tees Valley Structure Plan (TVSP)- ENV 17
- Redcar and Cleveland Local Plan (1999)

The following policies in the Regional Planning Guidance (RPG) and the Tees Valley Structure Plan (TVSP) are 'saved' pending the adoption of the Regional Spatial Strategy (RSS) for the North East, which is scheduled for early 2007:

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Regional Planning Guidance for the North East to 2016 (2002): ENV22 - Built Development

Development Plans and other strategies should:

- Seek to ensure a high standard of built development and design throughout the region;
- Seek to promote high quality contemporary architecture or local styles, where appropriate, in building design and the use of materials appropriate to the development and its location;
- Encourage recycling and re-use of traditional materials, where appropriate, and where the existing built environment would not be harmed; and
- Seek to maximise energy efficiency in new and existing buildings through appropriate design criteria and consider preparing Village Design Statements and Countryside Design Summaries, in conjunction with the local community, to assist in informing appropriate design.

Tees Valley Structure Plan (2004): ENV 17

New development should comply with high standards and protect and enhance not only features of recognised environmental importance but also contribute to improving the wider environment and quality of life. These should include:

- I Sustainable development and high design standards which complement and enhance surroundings;
- II Imaginative landscaping and the creation and management of new wildlife habitats or corridors as part of the development;
- III Improvement of vacant or underused land, including tree planting, where appropriate, particularly as part of the community forest; and
- IV Retaining and enhancing existing features of interest.

The submission draft RSS contains the following key objectives that are relevant to the Urban Design SPD:

Regional Spatial Strategy for the North East Submission Draft (2005) - Relevant Key Objectives:

- Promote high quality design in all development and redevelopment.
- Promote the benefits of a quality environment as complementary to measures aimed at urban and rural renaissance.
- Harness the region's natural resources and ensure that the region optimises the broad range of benefits presented by a quality, accessible environment, without compromising its value.
- Promote sustainable construction and design principles.
- Reduce demand for energy and increase energy efficiency.

The following Redcar and Cleveland Local Plan policies are 'saved' until September 2007 unless they are superseded by the prior adoption of relevant policies in the LDF:

Redcar and Cleveland Local Plan (1999): GEN1 - General Principles

In determining all planning applications the local planning authority will have due regard to all the provisions of the development plan (Cleveland Structure Plan and this Local Plan) and will take account of the following:

- a) The impact of the development on the local and global environment, with particular reference to its effect on progress towards establishing a sustainable economy and way of life;
- b) The effect on wildlife and the natural environment;
- c) The external appearance, including the form and scale of the proposed development, taking account of its relationship with the surrounding area. A high standard of design, materials and landscaping will be required;
- d) The effect on the amenities of occupiers of nearby properties; or the amenity of land allocated in this plan and awaiting development; and
- e) The effect on highway safety.

Redcar and Cleveland Local Plan (1999): GEN2 - Design/Layout For Crime Prevention

In determining planning applications the local planning authority will have regard to the need for the design and layout of the proposal to incorporate measures to limit opportunities for crime and ensure personal security. Conditions may be imposed to ensure implementation of such measures

Consultation on the Preferred Options of the Core Strategy and Development Policies DPDs was carried out in September/October 2005. They contained the following policies relevant to the design of new development.

Redcar and Cleveland Local Development Framework Core Strategy DPD Preferred Options: CS23 - Promoting Good Design

Good quality and inclusive design will be an overall aim for all new development in the Borough. All development proposals will:

- a) Be designed to make a positive contribution to the character of the local area and, where applicable, meet the specific design objectives for individual regenerations areas, towns or villages;
- b) Incorporate high quality design features and layouts that, where appropriate, will reduce crime and the fear of crime and support inclusive communities, particularly in terms of accessibility and functionality; and
- c) Incorporate where feasible, the use of sustainable construction practices and design concepts for buildings and their layouts which help to reduce the local and global impact of the development.

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Redcar and Cleveland Local Development Framework Development Policies DPD Preferred Options: DP4 - Design

All development must be designed to a high standard. Development will only be permitted where it:

- a) Respects or enhances the character of the site and its surroundings in terms of its proportion, form, massing, density, height, size, scale, materials and detailed design features;
- b) Includes a layout and design that takes into account the potential users of the site and does not cause a significant adverse impact on residential amenity;
- c) Creates a safe and secure environment;
- d) Respects the landscape, ecological, geological and archaeological features that contribute positively to the site and the area;
- e) Incorporates, where practical to do so, sustainable design and construction techniques including solar orientation, energy efficiency measures, water and waste management. The Council will require major developments to provide at least 10% of their predicted energy requirement from renewable sources;
- f) Creates a sense of place and quality;
- g) Ensures pedestrian, cycling and public transport access is safe, convenient and attractive and is linked to existing networks;
- h) Makes adequate access provision for disabled people and those with mobility difficulties;
- i) Fully incorporates, where appropriate, landscaping and public and private open spaces which meets the Council's open space standards;
- j) Ensures adequate infrastructure, services and community facilities are available to serve the development; and
- k) Provides vehicular access and parking suitable for its use and location.

A Design Statement will be required for all proposals. Its level of detail will be dependent on the scale and nature of the development and the sensitivity of its location.

(iii) Production

The following requirements have been carried out:

- a) Sustainability Appraisal Report

A Sustainability Appraisal Report was prepared for this document to fulfil the requirement of the criteria set out in Chapter 4 and Appendix 2 of the 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (2005).

- b) Strategic Environmental Assessment

A screening of the Draft Urban Design SPD was carried out with the 4 statutory consul-

tees fulfilling the requirement of the Environmental Assessment of Plans and Programmes Regulations 2004. Following screening it was considered that the SPD was unlikely to have a significant effect on the environment beyond that already assessed in the parent policies and in this respect does not require a Strategic Environmental Assessment. It was also considered that the SPD was unlikely to have a significant social or economic effect beyond those already assessed in the parent policies.

c) Statement of Consultation

A statement was created setting out how consultation on the SPD will be carried out.

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“There is a tendency for a certain mystique to develop around such words as ‘design’, especially ‘good design.’ This is unfortunate because it tends to cloud the importance that design decisions have on our lives.

Virtually everything that is man-made has been subject to a design process involving deliberate choices and decisions ... As in all things this is something we can do well, badly or indifferently with corresponding end results. To this extent the very quality of our day to day living is profoundly influenced by the quality of our design.”

Norman Foster



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Foreword

'A Shared Responsibility'

A large number of actors and agents influence the environmental quality of an area. Private developers, statutory undertakers, the Local Authority and the day-to-day actions of the public all play a role. Within the influence of the Local Authority come departments of the Council concerned with highways, lighting, policy, planning, conservation, streetscape infrastructure and day-to-day maintenance. It is of key importance that these Local Authority agents share a common goal to achieve the most effective results. Common ownership of this document is one way of co-ordinating a more effective design vision for the Borough.



Councillor Peter Spencer
Chair of Planning Committee and Design
Champion for Redcar and Cleveland.



1. Introduction

Purpose of the Guidance

- 1.1 **T**his document gives Urban Design Guidance for Redcar and Cleveland. It promotes a vision for the Borough and provides a basis for maintaining and raising design quality. Good urban design is increasingly recognised as a means of improving economic, environmental and social well-being, thus helping to deliver sustainable communities. It adds value to development while a poor environment discourages investment. Government advice acknowledges this and Planning Policy Statement 1 (PPS 1 ODPM 2005) emphasises design as a means to raise quality.

'Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.' (PPS1, 2005).

- 1.2 Good design can be part of a virtuous circle and the self-reinforcing effect of high quality projects will benefit developers, the public and the environment alike.

'Where people live has a major effect on their life. If where they live is well-planned, well-designed and well managed, their quality of life is likely to be a great deal better than that of those who live elsewhere' (CABE, 2001 'By Design-Better Places to Live' p5).

How to use the Guidance

- 1.3 **T**his guidance is designed to be widely used. Those interested in producing a quality environment can use it to argue for a particular type or form of development. Developers can use it, from the earliest stages of their proposals, to assist the integration of their development project with its built or natural context and to make a positive contribution to the environmental quality of the Borough. The Council's planning officers will use it in assessing proposals before them.
- 1.4 The bibliography is broken down to relate to each section of the Guidance. This gives more detail and further reading on specific points.
- 1.5 A series of settlement-specific appendices covering the main character areas of the Borough act as a background/supporting text to this document. They are available to view on-line or on request from the Planning Policy section.

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2. Promoting Better Design

- 2.1 **G**ood design can be the difference between a high quality and successful development and a mediocre or unsuccessful one. Delivering good design is now a key duty of the British planning system. Planning Policy Statement 1 - states that:

‘High-quality and inclusive design should be the aim of all those involved in the development process’ (ODPM 2005).

- 2.2 This Design Guidance, acting in support of the policies contained in the Local Development Framework (LDF), is intended to raise the standard of design in Redcar and Cleveland and applies to settlements in both urban and rural areas. The premise of the document is that development of all scales has the potential to make a positive environmental contribution.
- 2.3 Pursuit of a high quality environment should not be restricted to areas where built quality is already high, but should be applicable everywhere. Allowing mediocre design in already neglected areas can reinforce decline whilst achieving quality is a statement of confidence and hope.
- 2.4 **T**his document is grounded in an analysis of the existing character of the Borough both in terms of existing built fabric and the wider environment in which this fabric rests. It illustrates how observation of the existing qualities of the built environment and a considered response to local character can contribute to successful place-making and can enhance economic and social vitality.
- 2.5 Visual examples taken from the Borough and beyond illustrate this process and show where application of design principles has succeeded and where it has been weak or absent. This document can be used as a tool both for



Fig 01. An infill development at Saltburn. Robust design on a brownfield site, appropriate to its urban context.



Fig 02. Good design at Eston Blacksmiths. A thorough restoration of a series of once derelict cottages.



Fig 03. New office development at Kirkleatham. High quality contemporary building in a well-landscaped setting.



Fig 04. Millennium Green, Grangetown. High quality public open space creating a focal point for the community.

constructive criticism and analysis and, as an indication of the Council's policies regarding the formulation of new development.

Planning and Policy Context

2.6 **D**esign is now firmly within the remit of the planning process. PPS 1 acknowledges the centrality of good design to the creation of successful places. Alongside 'sustainable development' and 'mixed use', design now forms one of the three key elements of the Government's approach to planning. These three elements are intertwined and reinforce one another. The report of the 'Urban Task Force' under Lord Rogers, (UTF, 1999, 'Towards an Urban Renaissance') has underlined the importance of good design. Explicit design advice has also emerged via 'By Design' (CABE, DETR 2000) and 'By Design - Better Places to Live' (CABE, DETR, 2001).

2.7 The Redcar and Cleveland Local Plan (June 1999) includes a series of design policies and this document intends to update, support and reinforce these as they progress into the new Local Development Framework.

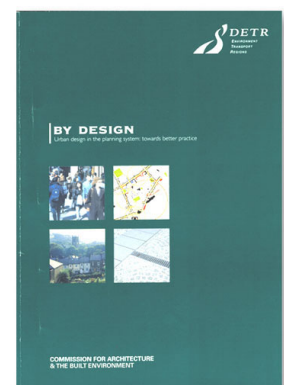
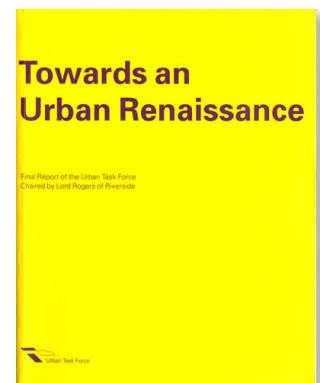
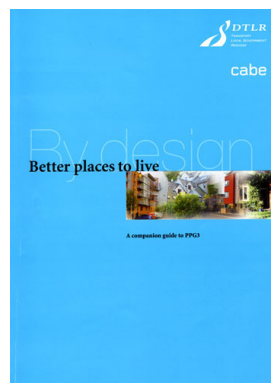
The Guidelines are intended to present a Borough-wide examination of urban design and to help inform future policy and day-to-day decision making.



Fig 05. Church Square, Guisborough. High quality public space. Relatively free from clutter with good use of durable materials.



Fig 06. Independent assessors of the Council's biennial Design Awards scheme viewing a project.



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Fundamental Concerns and Objectives

- 2.8 **N**ew developments of whatever scale must become simultaneously more imaginative and more responsive to their environment. The former Minister for Housing, Lord Falconer, articulated the feelings of many when he called for an end to the formulaic developments which are found everywhere but which are:

‘designed for nowhere in particular’ (CABE 2001, 'By Design - Better Places to Live').

- 2.9 A key challenge for developers, architects and planners is to enable more imaginative solutions yet to promote design that acknowledges and responds to context. This context may be predominantly built or natural or a combination of the two. Imaginative design, taking into account its context, will help to generate a high quality public realm.

- 2.10 This guidance explores the following:

- **Built Form:** The implications of inserting new development into the urban structure and the integration of new developments as extensions to that already existing. This throws up the challenge of responding to **local character** and **local distinctiveness**, i.e. what makes a place special. The guidance investigates the existing **structure** and **grain** of the Borough's settlements. This includes the process by which the area's settlements have evolved and how they continue to change and progress. It looks at each key area of the Borough in turn, addressing urban, suburban and rural areas. Design issues such as appropriate **scale** and **structure** are considered. Structure is closely tied to **legibility**, which involves the ease with which an area can be navigated and understood. **Crime reduction measures** and **public safety** must be designed into new development. The challenge



Fig 07. Redcar, Rochdale or Rotherham? Typical 1990's estate development with an 'anywhere' layout designed for the car.



Fig 08. Banal housing designed with no attempt to create a 'sense of place' or character. A frontage dominated by parking.



Fig 09. An 'off-the-shelf' road into a new estate. Houses turn their backs on it; pedestrians are likely to feel insecure.



Fig 10. Housing which met highways and planning requirements but which has created a place without soul or character.

of whether a development should conform to existing patterns or pursue **innovative design** is explored. Innovation may spark **renewal** and divergence from a poor context may signal evolution to improved forms and regeneration.

- 2.11 ● **Sustainability:** A key challenge for both new and existing development is the achievement of environmental sustainability. Effective design is at the heart of this. Pursuit of sustainability may involve the location of development, patterns of development in terms of proximity to transport nodes, housing form, layout and materials. Composition of development may be crucial and this is likely to involve an overall **mixture of uses**. Mixed uses may assist in reducing the need to travel, and promoting diversity, vitality and robustness.
- 2.12 ● **Movement:** The generation of desired patterns of access. Balancing of **traffic** requirements and safety of the **pedestrian**. Ease of access. The viability of non-car modes through the composition and placement of development. The need to ensure **permeability** for pedestrians and cyclists. The primacy of a public transport web and the characteristics which enhance viability. Improving the quality of routes for pedestrians, cyclists and the disabled.
- 2.13 ● **Landscape and Public Space:** The public space that development creates. Types of **street pattern**. Street and space as defined by building frontages. **Green-space** and relationship between countryside and urban-edge. Hard landscaping, shared spaces and robust open space. Areas for informal play and recreation. **Overlooking** and **passive surveillance**. Responsiveness to environmental context. Country-urban connections. **Water resources**. Place-making through the enhancement or creation of **civic cores** to each settlement. Street furniture and **public art**. **Streetscape**, **street furniture**, consistency and maintenance. An effective **public realm** that is pleasant to use and which encourages community ownership, care, and respect. **Responsiveness to context** at all times.



Fig 11. Local distinctiveness and quality. Simple buildings with character and built at a human scale. Durable quality materials.



Fig 12. Local distinctiveness at Brotton, East Cleveland. Landmark buildings can be more effective for navigation than any sign.

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3. Design Guidelines

- 3.1 This document advances seven key considerations. The subsequent analysis of the Borough expands on these with a more detailed explanation:

Context and Local Distinctiveness

- 3.2 Development proposals should reinforce local distinctiveness. Designs should be site specific and should respond to the specific challenges of their unique location. The various towns and villages of the Borough, and often the constituent parts of these settlements, all demand an individual response if bland, 'anywhere' design is to be avoided. The following should be taken into account when drawing up a development:

I) The landscape/townscape setting. Designs must respond to their natural and built context.

II) How the development fits into the existing landscape or townscape. Its appearance should be considered from all viewpoints, both short range and longer distances.

III) How it responds to the architecture of its neighbours and to their size and scale.

IV) The quality and nature of the materials proposed, both traditional and modern

V) The response of the proposal to existing structure and grain.

VI) Its response to features of special architectural, historical or landscape importance.

VII) Current, proposed and desirable patterns of pedestrian and vehicle movement, and the impact that the development will have on these.



Fig 13. Distinctive context. Each settlement will have an individual character to which new development should respond.



Fig 14. Windsor Road, Saltburn. A prominent corner site requiring careful bridging between three and 2 storey neighbours.



Fig 15. The completed infill of Fig 14, unifying two different facades and turning the corner with a point of interest via a projecting bay, achieving quality and response to context and adding significantly to the streetscene.

Urban Design

3.3 **W**here positive local precedent exists new developments should reinforce existing quality, form and character. The design of public space and transport infrastructure should create a sense of place and enhance the environment.

Development schemes should:

- I) Reinforce or enhance established character of streets, squares and other spaces;
- II) Respond to and integrate with existing patterns of movement and activity;
- III) Respond positively to context;
- IV) Contribute to a safe/secure environment;
- V) Be accessible to persons of restricted mobility or physical ability;
- VI) Create functional private and public space, minimising 'left over' space of minimal use;
- VII) Take account of accessibility, permeability, diversity of transport modes and pedestrian convenience;
- VIII) Exhibit appropriate scale, massing, layout, parking and service provision;
- IX) Contribute to hard and soft landscape design, public spaces, trees, vegetation and biodiversity.

Architectural Design

3.4 **G**ood design is important in every context and it is all the more so in sensitive or prominent sites. Proposals for new buildings will be expected to demonstrate:

- I) A creative design solution, responding to the distinctive qualities of a particular location and the proposed use;
- II) Attention to the quality of materials, finishes and detail;



Fig 16. Kemplah House Guisborough, 2002. To the left are a pair of seamless new additions to this Georgian listed building.



Fig 17. New building within the Conservation Area at Saltburn exhibiting sensitivity to context.



Fig 18. The Innovation Centre, Kirkleatham. A high quality new office building of contemporary design.

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III) Attention to how visual interest will be created from both close range and further away;

IV) Appropriate scale, proportion, massing and form;

V) Physical orientation to contribute to the quality of the public realm;

VI) Integration, where relevant, of signage and advertisements as part of a coherent whole.

Development in Historically or Architecturally Sensitive Locations

3.5 In such locations new development should demonstrate high standards of design so as to complement and enhance its context. A creative response, not pastiche, or crude imitation of existing styles, should be pursued. Assessment of schemes will take into account:

I) Impact on the fabric or setting of scheduled ancient monuments or buildings of special, or local, historic or architectural interest;

II) Impact on Conservation Areas or Historic Estates;

III) The criteria set out in guidelines 1, 2 and 3 above.

Alterations and Extensions

3.6 Extensions should complement the scale and massing of the original building. Generally they are expected to reflect the details and materials of the original, but where appropriate a well designed extension in a contemporary style may be the best solution. In general they should:

I) Complement the scale and massing of the existing building;



Fig 19. New retail development, York. Respects the building line and scale of its neighbours without imitation.



Fig 20. Suburban style housing that squanders the sites potential and ignores the scale precedents set by its neighbours.



Fig 21. A successful extension in Guisborough. Its form subservient to the main dwelling and sympathetic in scale and materials.

- II) Preserve features of interest on the original;
- III) Provide a satisfactory relationship between the old fabric and the new.

Design Statements

3.7 Applicants for planning permission should set out in a Design Statement the design principles that underpin their proposal. The level of detail will be dependent on the scale and nature of the development and the sensitivity of its location. Development proposals should be accompanied by a Design Statement setting out:

- I) An analysis of the site and its environs;
- II) How the design relates to and enhances its context;
- III) How the development relates to established patterns of movement and activity;
- IV) The sustainability implications of the development;
- V) The principles behind the architectural and landscape design.

Applicants for all but the most minimal developments should show their proposals in elevation along with adjacent buildings.

Pre-application discussion is strongly encouraged to assist in the appropriate formulation of development schemes.

Art in the Environment

3.8 Artwork can add distinctiveness to a development, raise commercial appeal and enhance the public realm. Through the Local Development Framework policy of % For Art the provision of public art is promoted in major development.

- I) Artwork should be provided as an integral part of the design of the structures and spaces that comprise a development.

Further Information: 'Better Places to Live: By Design'



Fig 22. PPS 1 requires applications for all but the most minor schemes to illustrate their proposals in context with neighbours.

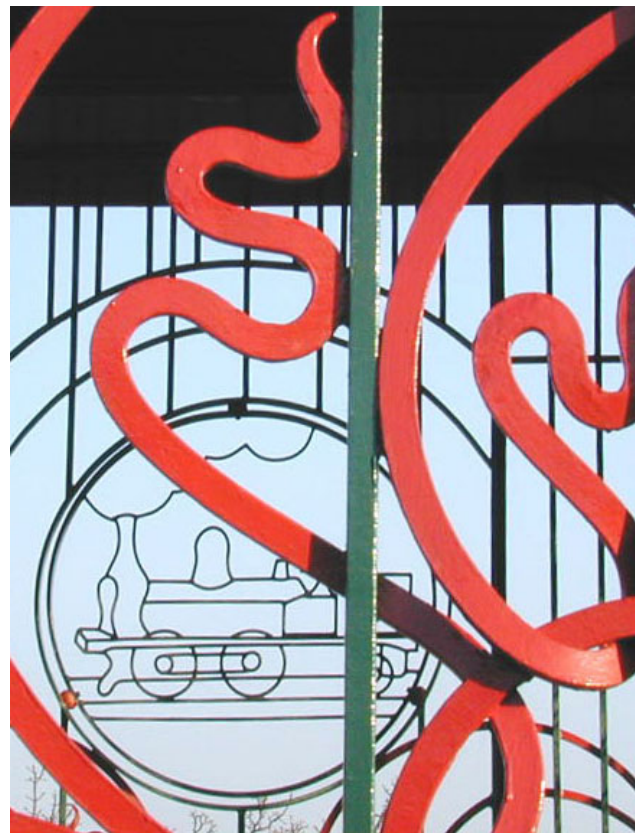


Fig 23. Decorative ironwork panels at Saltburn's Bandstand by Peat Oberon and James Godbold.



Fig 24. Graham Ibbeson 'Redcar Races' metal work panels at Morrison's supermarket, Redcar.

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4. Analysis

Built Form

4.1 **T**he Borough of Redcar and Cleveland is a place of contrasts. It includes areas of heavy industry bordered by a rural hinterland with spectacular moor land and coast. Its built form ranges from stone and pantiled villages to slices of planned Victorian urbanism. Large areas of late Victorian terraced housing exist alongside 20th Century estate developments. The evolution in materials and built form which characterises much of the Borough mirrors that experienced across the north east, as small agricultural or mining settlements became nuclei for larger developments. At the core of most villages and towns in the Borough it is still possible to see the pre-19th Century built form of stone terraces and cottages.

4.2 The form of these buildings and their relationship to the street gives these settlements a particular flavour. Typically such historic patterns are in terraced form, efficient in land use and often close against the pavement. They generate a strong sense of enclosure, defining streets and open spaces. They are efficient in terms of the land they occupy and their survival and adaptability indicates their continued suitability as a model for development. PPS1 notes that: *‘Design which is inappropriate to its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted’*

4.3 In many ways, the historic cores of the Borough are often its best models for future development.



Fig 25. The historic built form of the Borough is readily evident at Normanby High Street, efficient in form and layout.



Fig 26. The high density, urban core of Saltburn contains many of the qualities key to successful place-making.



Fig 27. Stone terraces in Loftus, typical of East Cleveland and evidently durable and popular places to live.

4.4 In post war years the development became increasingly dominated by the needs of the car. The result of this was often a breakdown in built form with developments characterised by meandering routes, dead-ends with poor enclosure of space and a lack of character. On a national level, consistent efforts have been made since the mid 1990's to create more 'sense of place' in new developments. Design Bulletin 32, PPS1 and PPG3 among others all promote patterns of development which respond not only to the needs of the car but also to creation of developments where all modes of transport are catered for and which are also visually satisfying. Despite a legacy of road dominated housing estates of little character or distinctiveness, tools are now in place to halt this pattern. New developments in the region are addressing past failings. Development at Durham (fig 30); and at Gateshead (fig 31), indicate that volume builders are entertaining more imaginative and responsive solutions. Smaller developers have often provided good examples of responsiveness to context. Within the Borough such examples can be seen at Guisborough (fig 16), Saltburn (fig 32), and Skelton (fig 36).



Fig 28. Like much of Britain, characterless suburbs can be found with depressing frequency in the Borough.



Fig 29. Road dominated and usually of low density, they dictate a car dependent lifestyle, and use up land profitably.

4.5 Good design is now a key challenge for developers. This challenge applies from the smallest infill site to the creation of substantial areas of new housing. The development patterns shown in figures 7-10 are becoming increasingly discredited on a number of grounds:

- They are road dominated, use land inefficiently and make viable public transport very difficult.
- The low density of population that they encourage makes local shops and services unviable and low density increases reliance on use of the car for shopping, school trips or socialising, (By Design 2001, p10).



Fig 30. New townhouses in a traditional style at Highgate, Durham. Efficiently laid out and close to services and public transport.



Fig 31. Contemporary design at Dunston Staithes, Gateshead. Like Highgate, it uses the land-efficient terraced form but here deploys it in a modern idiom.

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- 4.6 In many, poorly conceived, late twentieth century residential developments, the pedestrian or cyclist frequently has to take a tortuous route to get to nearby places following a path dictated by highway layout. Connections and permeability are often poor, resulting in lifeless estates where pedestrians feel isolated and insecure.
- 4.7 Government guidance is promoting increased residential density, appropriate to context, of 30-40 (rural) to 70 plus (urban) dwellings per hectare, (1990's averages were around 20-25). The Urban Task Force has argued that at a density of between 40 - 60 dwellings per hectare 'more people are close enough to communal facilities and an efficient bus service can be made viable' (1999 p60).
- 4.8 Greater density need not mean a lower quality environment. Increasing densities can readily be achieved without loss of environmental quality and it actively reduces pressure on undeveloped land. Efficient density can equate with desirability. Jesmond, a residential suburb of Newcastle, is considered a successful example of built-form yet at 43 dwellings per hectare it is almost twice as dense as the current national average. Central Guisborough, Saltburn and Loftus all contain examples of high quality development at relatively high density. Increased density can be achieved by numerous means, including minimising often underused space at the front of dwelling, building in a terraced form and creating a third storey or usable roofspace.



Fig 32. A relatively dense development at Saltburn, appropriate to context and housing a population likely to sustain local goods and services.



Fig 33. To the left, a missed opportunity in Saltburn town centre to provide a density appropriate to nearby facilities.



Fig 34. Jesmond, Newcastle, at 43 units per hectare, suburban areas need not be low density and can be very attractive.



Fig 35. New residential development at Stokesley, in nearby Hambleton District. Materials, massing and form successfully reflect the character of the local area. Variations in height and detail add visual interest and street trees will in time provide a landscape structure to the scheme. At 30 dwellings per hectare, the scheme corresponds with government targets for density.

4.9 A pleasant and sustainable environment can and should be attained by competent design. 'Leftover' open space can be eliminated in favour of well-maintained space where people need it, in the forms of public squares or more generous private space. Each square metre of development land, used as carefully as possible, alleviates greenfield land from development pressure.

4.10 Developments should:

- Respond to local building layout and style;
- Respond positively to the need to promote sustainable travel patterns;
- Use land efficiently and minimise wasted space;
- Create positive public space where it is of maximum use; and,
- Create development that is sustainable over a long timescale.



Fig 36. New housing, Skelton. Small front gardens minimise wasted space at front and maximise useful space at rear.



Fig 37. Use of attic space enhances available living space and in this instance adds interest to roof. Malahide, County Dublin.



Fig 38. A traditional and perennially successful form of English settlement design is the village green. Typically the open space is framed by houses affording passive observation and enhanced security to the space. Sheriff Hutton, North Yorkshire.



Fig 39. Here, again at Stokesley, new public open space is framed by development, maximising its civic, practical and aesthetic value. The contrast with wasted space in figures 80 and 83 is marked.

REDCAR AND CLEVELAND

Local character and distinctiveness

4.11 **T**he settlements of Redcar and Cleveland emerged at various times and their date of appearance has had great influence on their physical form. This has informed the character and feel of each area, and it also has implications for the populations they can sustain and the models that new developments might look to adopt.

4.12 Figure 40 illustrates the historic building pattern of Guisborough, a series of buildings huddled close to Church Street and Westgate, each at the front of a long and narrow 'burgage plot'. This characteristic development pattern developed organically, and characterised a semi-agricultural population, clustered close in to the core facilities of a market town. Supplemented in the 19th Century by workers terraces as industrial expansion arrived, its character was typically compact in form. By contrast, 20th century development in Guisborough is characterised by a less efficient use of land and increasing sprawl. This pattern, repeated across the Country, has eroded the distinctive character of many settlements.

4.13 In Saltburn, the built form was imposed by a deliberate plan in a relatively short period. It is characteristically urban in scale with a clear block structure and planned road layout (fig 44). Built between 1861 and 1900, its centre retains great visual cohesion. Its locally distinctive pattern is typically substantial terraced housing of 3-5 storeys in a limited palette of materials. The most recent new development has respected the scale of the Victorian pattern, but there are glaring examples of inappropriate design which infilled plots at a later date.

4.14 ● Developers are challenged to create development which creates places of character and distinctiveness rather than soul-less 'anywhere' sprawl'.



Fig 40. 1853 map of Guisborough, showing a settlement clustered around the core of Westgate with fields beyond.



Fig 41. Post war development at Guisborough, unresponsive to local distinctiveness and land-hungry in layout.



Fig 42. The tight urban pattern of Saltburn, its central core of urban terraces protected by geography from sprawl.



Fig 43. Saltburn's core is characterised by dense development at a very urban scale with a clear palette of distinctive materials.

Grain of Settlements

4.15 **S**altburn provides a good example of the value of the ‘grain’ of settlements. The close grain of the late Victorian phase of Saltburn’s development can be seen in fig 44. This distinctive layout is based on perimeter blocks. Such blocks can be a robust design feature, allowing good connections within an area, good natural surveillance and a clear sense of public and private space. In this instance they are regular in pattern but can be designed as concentric blocks (Dormanstown) or in an irregular pattern.

4.16 A breakdown in this block pattern occurred in post war layouts as can be seen in fig 45. Here a looser grain developed, largely dictated by the needs of the motorcar. Roads meander, there are dead-ends with fewer ‘eyes on the street’ and a tendency to lower density, reducing the viability of public service provision.

4.17 Although using a block pattern is a useful starting point to creating successful places, this needs to be fused with thoughtful detailing of buildings, connections to existing areas and respect for local context and landscape.

4.18 ● Consider the existing grain of an area. Where it has clearly been successful, it is usually better to respect its precedent.

Appropriate Scale

4.19 **A**ppropriate scale is closely connected to the context of a development. The scale of individual buildings varies greatly across the Borough from small cottages to the slices of urban development on the sea-fronts of Redcar and Saltburn.

4.20 The scale of new buildings can make or mar a development. Careful consideration of context is needed at the earliest possible stage. Almost every area will have a range of buildings of different scale, creating diversity and visual inter-

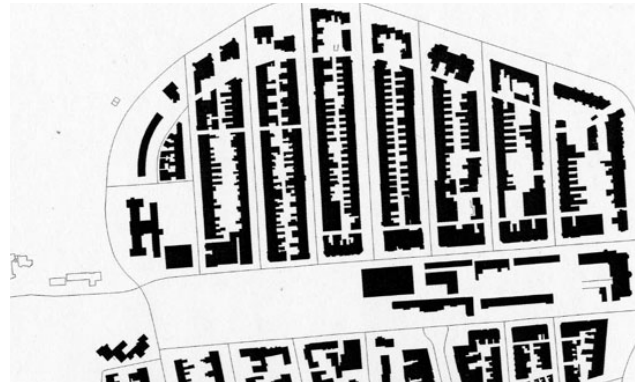


Fig 44. The late 1900’s development of Saltburn saw a pattern of development based on tight perimeter blocks.



Fig 45. During the post war period this pattern was abandoned in favour of more land hungry, suburban forms.

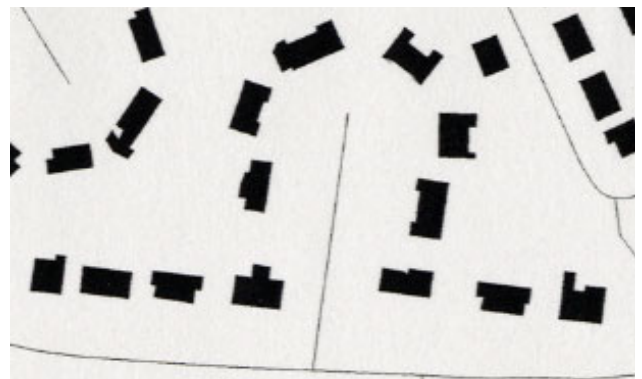


Fig 46. Post war development, Guisborough, shows comparable weakening of the grain of the town and loss of urban form.



Fig 47. A supermarket in Redcar, with massing appropriate to its large scale. Its detailing adds rare visual interest to the area.

REDCAR AND CLEVELAND

est. A new building of the wrong scale can either dwarf its neighbours if too large or cause equal harm if puny. Appropriate scale should include consideration of neighbouring buildings, their form and massing, height, proximity to the pavement or road and impact of roofscape. Scale and density of a development should also relate to proximity of nearby goods and services. By maintaining higher populations close to services, future viability is protected.

4.21 **S**altburn illustrates a number of these points. Its centre is characterised by large Victorian townhouses, built close to the footway and with distinctive roof patterns, bay and window forms, brick type and detailing. New apartments at Dundas Street, (fig 50), and at Windsor Road (fig 15) illustrate responsiveness to context. Both are of a scale and form which respects their context. Fig 15 shows the bridging of a gap between substantial three storey buildings and more domestic two and a half storey neighbours.

4.22 Fig 51 shows a scheme where infill takes its cue from its smallest neighbours, making poor use of a site close to amenities. Fig 52 shows a cluster of development on the site of the Brine Baths, wholly failing to capitalise on a key position close to shops, services, and transport links. Development of this area should look to complete the missing corner of Station Square with a building of substantial scale and sympathy for its context.

- Respond positively to scale of context.



Fig 50. An infill development Dundas Street, Saltburn, responding to the scale of its exuberant neighbour the Zetland Hotel.



Fig 51. An unimaginative result on this prominent infill site at Saltburn. Of doubtful appropriateness in either scale or design.



Fig 52. Saltburn. To the left of the photo, various missed opportunities to provide buildings in scale with their neighbours or which capitalise on key positions at the centre of the town. Underscaled development directly weakens the viability of existing goods and services provision.

Legibility

4.23 **A** legible environment involves the ease with which an area can be navigated and understood. Landmarks such as Guisborough war-memorial, (fig 53), or the red-house at Brotton, (fig 12), help users navigate.

4.24 Landmarks and general 'legibility' perform a signage function, helping people to find their way around. They can influence public safety and crime reduction and foster a 'sense of place'. In figure 53 the pedestrian environment is clear, well-constructed and well-maintained. It is apparent here that this is a public place and one which is well cared for where people can linger and feel at ease.

4.25 Figures 54-55 show areas where private/public routes are blurred and where one might easily stray into 'private' areas. The creation of 'defensible space' with low fences demarcating private areas could resolve this ambiguity. New developments should make clear which areas are for public and which for private use. In such instances boundary treatment, railings, fences, walls or hedges should consider context and the functions they are to fulfil. Poor design will increase perceptions of insecurity among users and discourage legitimate use of a place.

4.26 ● Calculate likely 'desire lines' and factor these into a development. Routes should usually be overlooked by buildings and windows, promoting passive surveillance'. Settlements should be logical to navigate either on foot or by vehicle.



Fig 53. An area of public space, well maintained and cared for. Also a key landmark helping navigation.



Fig 54. A layout with poor legibility. Hierarchy of routes is unclear and public/private space lacks demarcation.



Fig 55. Lacking demarcation, residents are unlikely to care for such spaces, simultaneously everyone's and no-one's.

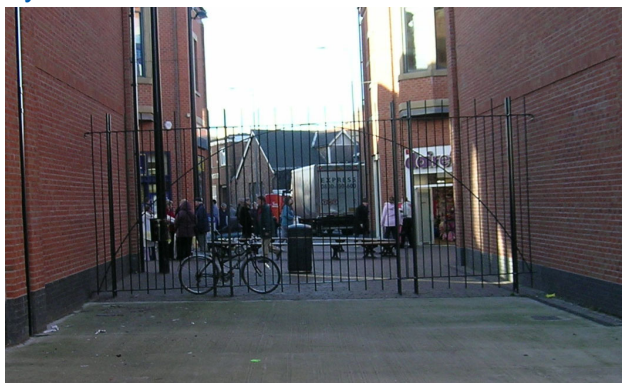


Fig 56. Regent Walk/Lord Street. A natural desire line has been severed by new development, frustrating the movement of pedestrians.



Fig 57. Stump Cross, Guisborough. An ambiguous route allows accidental stray into the private space of elderly persons bungalows.

REDCAR AND CLEVELAND

Designing out Crime

4.27 **A** key consideration at the concept stage of any development is making it safe and secure. This applies across the life of a scheme as the impact of a poorly designed or executed scheme will have an impact on users, residents and the wider community long after developers have departed. The concept of ‘designing out crime’ is enshrined in PPS1 and in the companion guide ‘Safer Places: The Planning System and Crime Prevention’ (ODPM 2004). Throughout the Borough we can see evidence of where poorly conceived schemes have been implemented at long term cost to public safety and the quality of life of the community.

4.28 Key to designing out crime is paying adequate attention at the design stage. For example, in laying out housing, developments can usefully back onto one-another, land-locking their rears for mutual protection. The crude measures seen in figure 57 are a sign of design failure. Figure 63 shows a blank gable wall abutting a car park/turning head. Lack of forethought failed to predict that an ideal play space and goal-mouth had been created. An increase in residential curtilage to allow a low wall or rail, and a window on the gable, would deter anti-social use of this space.

4.29 Figures 59-61 show a chicaned footpath, denying through visibility and enhanced security. In this instance the Town Council and adjacent landowner were able to reach agreement and remodel the wall and footpath, creating a safer route and enhanced security for all.



Fig 57. The gross negative impact of crude security. Thought at the design stage removes the need for such desperate measures.



Fig 58. This south facing blank gable would benefit from an additional window or two, affording passive surveillance of the green.



Fig 59. Detail of figure 60 showing footpath obscured by chicane in boundary wall. Lack of observation invites graffiti.



Fig 60. A path to a public park, lacking through-visibility due to a chicaned wall presented a safety risk and potential for both aesthetic and functional improvement.

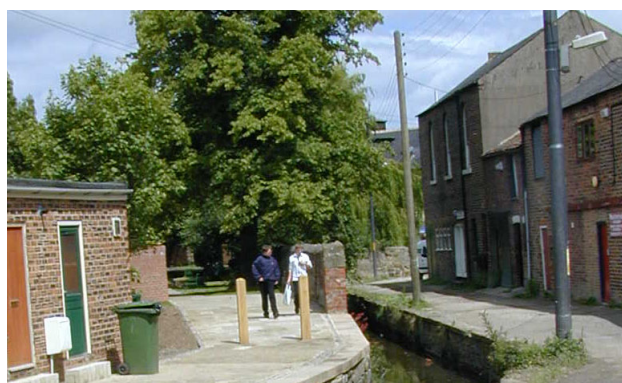


Fig 61. The same path after work was completed. Broadened to permit sight-lines into the park and surfaced in high quality materials, work has enhanced community assets and reduced opportunities for crime and fear of crime.

4.30 **E**ffective design should include measures to reduce the actual risk of crime and the perceived risk. Each situation will require a tailored response but general principles include:

4.31 ● Clear demarcation of public and private space and the creation of 'defensible space' around houses where it will be clear that a border has been crossed.

- Principal entrances should address the street, both to generate activity and to expose possible intruders to view.

- The arrangement of buildings and windows should promote 'passive surveillance' of exterior spaces. Blank gables and dead elevations should usually be eliminated.

- Arrangements of buildings should reduce opportunities for criminals to access unguarded rears. Interlocking gardens and continuous frontages are one way of achieving this.

- Visually transparent grilles allow views into retail premises but discourage break-ins. They expose intruders to view while unsightly solid shutters can conceal break-ins and criminal activity.

- Security measures should go hand in hand with thoughtful design. Razor wire, fortress-like exteriors and bristling cameras are usually a sign of design failure at concept stage.

Further Information: 'Secured by Design'



Fig 64. In curtilage parking discretely located through carriage arch. Accidental trespass is highly unlikely here.



Fig 62. Solid shutters harm the streetscape and can give concealment to break-ins at rear. Internal grille-shutters avoid this.



Fig 63. This blank gable, facing a turning head, invites use as a goal-mouth. A boundary adjustment would remedy this problem.



Fig 65. Here parking is well overlooked by windows which enliven a gable end.

REDCAR AND CLEVELAND

Design Innovation

- 4.32 **E**ffective design is not necessarily slavish replication of existing styles, methods and materials. In some instances it will be clear that infill sites or new developments need to make significant reference to existing built form and structure. Sometimes however, existing context is weak or absent. In such instances there is an opportunity for a development to establish a new standard. Design principles such as establishment of places of character, legibility and quality will need to be observed but within these principles there is room for distinctive design solutions.

Dynamic contrast between old and new developments can greatly enhance townscape quality. Superficial mimicry can bring a stifling and dull conformity.

- 4.33 New developments such as the office complex by UK Steel Enterprise at Kirkleatham (fig 67) illustrates a high design standard at a site with few pre-existing design cues. The ongoing renewal of many schools in the Borough also offers the opportunity for high quality innovation. Producing the best quality buildings should be a priority.

- 4.34 High quality contemporary design is especially desirable where the existing context may be



Fig 66. Helmsley: Contemporary design using traditional materials sympathetic to context.



Fig 67. Pre-existing cues for design were absent on this green-field site, allowing a straightforward, contemporary design.



Fig 68. York: Contemporary housing slotted successfully into existing historic environment.



Fig 69. Development at appropriate density, close to services, is a key contribution to sustainability. Great Ayton, Hambleton District.

poor. Redcar town centre, which has suffered from a number of post-war buildings which fail to observe the basic design principles of scale, continuous frontage, quality and respect for context offers potential for new developments of a contemporary design which repair some of these past mistakes. Innovation may help spark renewal and a divergence from a poor context may signal evolution to more appropriate forms.

- 4.35 ● Where design cues are weak or absent innovative design will be encouraged. High quality design should be part of a continuum of development in all parts of the Borough.



Fig 70. A tight infill site in Camden, London where a contemporary design has been used with success.



Fig 71. Redcar Esplanade. The almost total lack of buildings of any aesthetic merit or design quality on the Esplanade suggests that radical departure from respect for design of neighbouring buildings may be warranted.



Fig 72. Waterfront housing in former docklands, Amsterdam, reinterpreting the waterfront terraced house for the 21st century.



Fig 73. Contemporary modern terrace at Malahide, north of Dublin. Mansard roofs give a large volume of internal space to the attic storey of these developments. Roof terraces at the rear supplement front and back gardens.

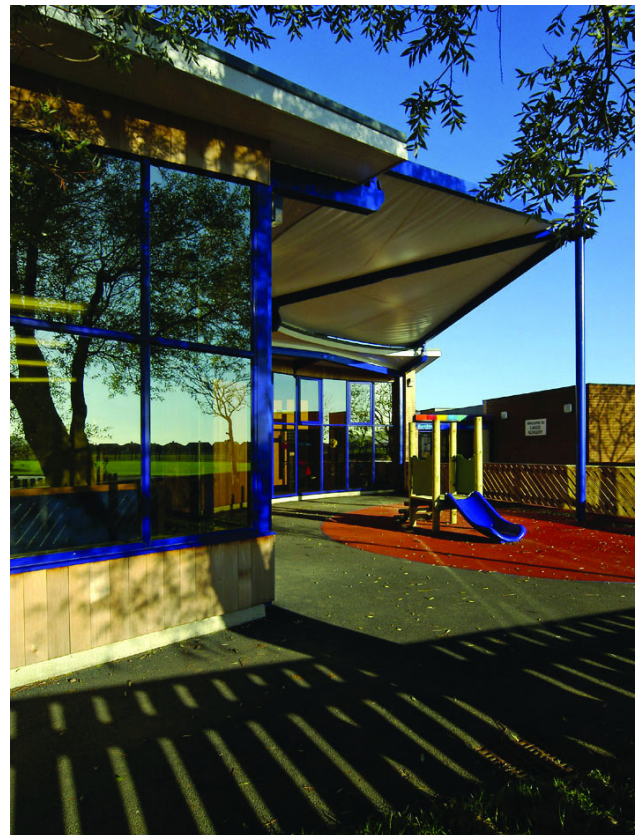


Fig 74. New SureStart building at the Lakes, Redcar. High quality design in a setting without strong positive precedents.

REDCAR AND CLEVELAND

Building in Sustainability

- 4.36 **A** key challenge for both new development and existing settlements is the achievement of environmental sustainability. Building regulations, innovative or revived construction techniques and the location and form of new development can reduce environmental impact. In this respect water efficiency, waste management and biodiversity and geological conservation are major concerns.

Energy Efficiency

- 4.37 **E**nergy use in buildings accounts for nearly 50% of UK carbon emissions. There is a duty on Local Authorities to secure a significant improvement in domestic energy efficiency across all housing tenures.

- 4.38 Energy efficiency in terms of building design concerns the fabric of the building and appliances in the building. It also concerns the practice of constructing and arranging buildings to minimise the use of resources including obtaining the maximum benefit from solar gain and building to control heat loss.

- 4.39 An integrated approach to ventilation, solar gain, thermal mass, heating and control systems aims to achieve energy efficiency. Small scale, on site, renewable energy generation is encouraged. Figure 76 illustrates the 'Bedzed' 'Zero-Emission' development at Beddington, Surrey. Here electricity is generated on site by photovoltaic panels. Extensive glazing allows free 'passive solar heating'.

- 4.40 New and existing development will impact upon, and be impacted by the effects of, climate change. Development must both mitigate the effects and adapt to the known consequences of climate change. It must take account of aspects such as building location in relation to flood plains, potential disruption from more frequent extreme weather events, and seek to follow the Energy Hierarchy (LGA, 1999), which is to reduce the need for energy, use energy more efficiently, supply energy from renewable sources and any continuing use of fossil fuels to use clean technologies



Fig 75. Energy efficient terraced form built on a 'brownfield site' and adjacent to Durham Railway Station.



Fig 76. Sustainable development at 'Beddington Zero Emission Development' (BedZed), with on-site energy generation.



Fig 77. Timber framed dwelling at Loftus, one of whose roof pitches is a 'greenroof', providing habitat and additional insulation.



Fig 78. Detail of figure 75, showing sedum covered roof in flower. Habitat, insulation and slowing of rain run-off benefits accrue.

and to be efficient e.g. using Combined Heat and Power .

Water Efficiency

- 4.41 **W**ater is at the heart of our ecology. Wasting it and polluting it should be avoided. We can address this through building design, and in how we develop sites. Design should promote water efficiency within buildings, and water conservation within the built environment. Water conservation is addressed in the water resources section.

Waste Management

- 4.42 **C**onstruction waste, directly and indirectly contributes to more than a third of the country's solid waste. Recycling construction waste and reusing existing buildings can address this. Household waste management in terms of building design concerns the provision of adequate waste disposal/recycling facilities including the provision of space within development for recycling bins and composting facilities.

Biodiversity and Geological Conservation

- 4.43 **D**esign should protect and enhance green infrastructure allowing nature to permeate the built environment. For example green roofs can enhance green infrastructure as shown in Figures 77 and 78.
- 4.44 Access to sensitive environmental and geological areas needs to be managed through design.
- 4.45 Design should be sensitive to geological and/or geomorphological importance.
- 4.46 Higher levels of biodiversity can improve ecological services by acting as carbon sinks and air conditioners and controllers of pollutants, microclimate and flooding. They can also improve quality of life and increase property values.

- Sustainable design and construction techniques should be promoted

Further Information: 'Biodiversity by Design'



Fig 79. At 100 units per hectare, Europe's most dense low-rise still achieves a high quality of life for residents. Java, Amsterdam.



Fig 80. Temple Bar, Dublin. 'Green Building' with rooftop wind turbines and photo-voltaic panels.



Fig 81. Photovoltaic 'Solar roof tiles' contributing to meeting the energy needs of a terraced house. (Image Solar Century Ltd)



Fig 82. Wind turbines in the Netherlands port of Ijmuiden.

REDCAR AND CLEVELAND

Mixture of Uses

4.47 **P**romotion of a mixture of uses is directly connected with sustainability. Mixed use allows convenient access to facilities; minimises travel; increases opportunity for social interaction; can create more diverse communities; promotes 'eyes on the street'; complements energy efficiency; creates vitality; and increases the viability of shops and services.

4.48 Victorian and Edwardian suburbs were built on the premise that most movement would be pedestrian, other than long distance transport, provided by trains. Saltburn offers an example of higher density residential close to a wide range of services, linked to the wider world by public transport. It is a model for mixed use and sustainable development that post-war suburban housing estates sadly did not emulate. In these instances, housing is segregated from retail and services with often unwalkable distances in-between. Development should look to promote mixed-use developments that allow easy access by foot or cycle to a range of facilities, rather than car dependent residential or retail monocultures.

4.49 Some 'anti-social uses' warrant stand-alone industrial sites but compatible mixed use should be encouraged. Mixed use can be promoted through schemes such as 'Living Over the Shop', which bring residential use to vacant floors. This requires greater flexibility when considering applications for residential use of upper-floors in central 'retail' areas.

- 4.50 ● Diversity of uses creates vitality.
- Monocultures and strict zoning should usually be avoided.
 - Suitable densities of population are needed to support mixed uses.



Fig 83. Mixed use at Oxford. Residential upper floors and retail groundfloor resulting in a vibrant development.



Fig 84. Mixed use Guisborough. Retail and residential cheek by jowl sustains a vibrant core to the town.



Fig 85. Proposed high quality conversion of ground floor and basement to residential use in vacant retail premises, Loftus.



Fig 86. At appropriate urban densities of population the viability of a wide range of goods and services becomes far more likely, Amsterdam.

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Fig 87. Public space should enhance the environment and perform a variety of functions. Here, formal open space is framed by development. 'Eyes on the street' protect vehicles, children and passers-by, and the exposure of the site deters the anti-social.

5. The Public Realm

5.1 **T**he public realm includes streets, parks, pavements, paths and public open space. The quality of materials and finishes used in these places will have a significant effect on peoples perceptions of a place. The design and layout of components of the public realm; surface materials, finishes, signs, seats, bins and lights (*and subsequent maintenance*), are of crucial importance in making a place or a development successful. A great deal of the power to make or mar a place lies with the local authority and with statutory undertakers.



Fig 88. Open space of zero civic value placed at the rear of properties. An instance of quantity without quality.

Landscape and Public Space

5.2 **A** key tenet of good design should be the quality of space that a development creates. Buildings define space and enclosure and if correctly placed create space that is comfortable and pleasant to use. If buildings are positioned without thought to the quality of the spaces they define then space may be made ineffective and wasted. Inefficient space is a double-loss to the community. It fails to create a resource within the settlement area and second, by failing to use a site efficiently it adds to pressure to develop greenfield land. Open space should be designed positively, with clear definition and enclosure, with no ambiguous or leftover space.



Fig 89. The grim centrepiece of Eston, treated solely as a place for traffic circulation, and with no civic or townscape value.



Fig 90. Recent pedestrian-unfriendly development, with buildings turning their backs on the street. Extensive engineering works place the pedestrian at a disadvantage over cars, compelled to take a tortuous route through barriers.

5.3 Where public space is valued residents will care for it more and maintenance costs will be lower. Unloved, barren and hostile open space is a liability which must be maintained even when it is not valued. Space should work hard in as many ways as are possible. Figure 91 shows typical 'leftover space' on a suburban estate, a public liability with little value but slight visual softening of uninspired buildings. Figures 93/94 show open space framed by buildings. The space becomes a resource for children's play and social interaction. In each instance space should be consciously designed for a function rather than a by-product of poor building placement, or road layout.



Fig 91. Space left over after planning, masquerading as public open space is of little townscape or environmental value. Often accompanied by a 'no ball games' sign.

5.4 Large areas of open space may serve as a buffer between the edge of a settlement and countryside beyond, or may act as a corridor allowing greenspace and wildlife to penetrate settlements. Smaller play areas or hard open space should be well overlooked by buildings. In Fig 92 buildings have turned their back on it, posing security risks and failing to bring the benefits to residents that an open aspect over well maintained public space can bring.



Fig 92. Here backs turn on the space. The fence is a likely target for graffiti and vandalism and security is likely to be an issue.

5.5 ● The public realm is often key to the attractiveness of a place.

● Time invested in good design will reduce long term costs in maintenance.

● Open space should be made to contribute as many functions as possible, including civic quality, benefit to residents, wildlife, the environment. and the enhancement/conservation of biodiversity.



Fig 93. A new development where buildings actively face open space, reducing security risks and creating civic value.

Further Information: 'The Countryside in and Around Towns'



Fig 94. Open space at the heart of a development, acting almost as a village green. Well framed by buildings young children can play in relative safety and there are many 'eyes on the street' discouraging criminal or anti social behaviour.

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Fig 95. The dire results of a street scene predicated by the needs of motorised transport.

Movement

5.6 **T**he success or failure of a development can hinge on the effectiveness of its connections, both within its boundaries and to its neighbours and the outside world. Where the patterns and geometry of vehicular movement alone dictate the design of a scheme, and where weight is given primarily to the needs of a single means of transport, usually the car, poor quality environments often result. Development should create places first, and enable effective transport infrastructure to dovetail into this. The companion guide to Design Bulletin 32, 'Places, Streets and Movement' offers guidance in this area, advocating 'developments designed to emphasise a sense of place and community, with movement networks to enhance those qualities' (p5).

5.7 Schemes should make travelling by foot, cycle or public transport viable options. Too often design is dictated by a highway layout which owes nothing to settlement design or place-making principles.

5.8 The perimeter block pattern is well tested and suitable for varying densities of development and transport modes. It allows for effective movement connections, efficient use of land and a legible environment. Dead-ends and cul-de-sacs should generally be avoided, with preference given to layouts based on roads serving a variety of users and contributing to place-making as well as ease of movement. Figures 99 and 100 show new development which uses a variety of means to achieve a pedestrian friendly layout, designed in from the outset.



Fig 96. Design should assist the success of non-car modes of transport and promote coordination of facilities.



Fig 97. Provision of bike parking as an integral part to new developments.



Fig 98. Routes should be overlooked and safe. This back-land route is unlikely to encourage pedestrian use and could harbour anti-social activity.

5.9 Developments need to integrate these principles at the design stage, avoiding clumsy 'add-on' measures to restrict the speed of motorists and make areas more pleasant for other users. Figure 100 shows a pre-calmed residential road, without demarcation of road or footpath, with houses fronting onto it. Built in calming, such as limited forward visibility are used to lower speeds. A shared surface, similar to the 'home-zone' concept, allows public circulation space to be used for a variety of uses when cars are absent. Fig 102 shows the district centre of Poundbury where parking in the square is not demarcated. When not in use as parking the area reverts to an area of hard open space.

‘The main lesson from history is that high quality places are ones in which the provision for movement of every kind is integrated with the other functions of streets and spaces’, (Places Streets and Movement 1998, p14).

5.10 ● The buildings that comprise a development should be conceived first, with roads and circulation measures integrated into the design, not dictating it.

- Ease of access for persons of restricted mobility should be designed in at the earliest stage, in an integrated manner.

- Schemes should cater for a diversity of transport choices.



Fig 99. Shared surfaces at Poundbury in Dorset discourage motorists from assuming rights to the highway area.



Fig 100. Physical measures such as trees in the calmed area, and doors opening onto the shared surface force traffic to slow.



Fig 101. Crude 'bolted on' traffic calming which should be designed-out through improved layout in new schemes.



Fig 102. Integration of public realm, landscaping and transport needs at Poundbury. When not used for cars, the unmarked central space can be used for other functions. A space with cars in it rather than a single-use car park.

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Fig 103. New development lacking street trees. These houses are unlikely to ever merge successfully into the landscape in the same manner as well planted Victorian or garden city suburbs.

Street Trees

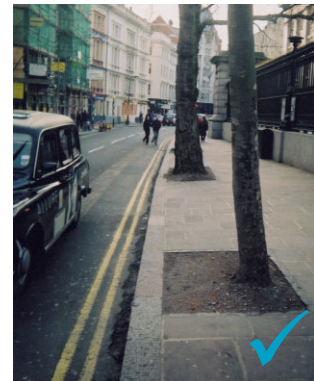
5.11 **T**rees in the Borough are in constant danger but are of immeasurable value to the quality of our environment. Practical arguments against them include worry over their damaging foundations or drains, dropped leaves, interference with lighting or CCTV, or harbouring criminals.

5.12 However, the value of street trees can be great. They reduce airborne pollution, produce oxygen and absorb carbon dioxide. In built up areas they soften potentially monotonous streetscapes and provide a landscape context for buildings. The most successful suburbs of Middlesbrough, Leeds, and London are those where new building was accompanied by extensive street and garden tree planting; a Victorian legacy which we have inherited but have been slow to copy. The tree lined streets of 1930's Redcar provide a sense of enclosure and environmental quality that those streets that have lost their trees now lack. Where street trees and other landscaping are absent this is apparent in reduced environmental quality. Studies have shown that property values in tree-lined streets are 15% higher than in barren neighbours. Root barriers can be used to reduce interference with services.

- 5.13 ● Trees provide a visual foil to bricks and mortar;
- Appropriate species can be found for most sites;
- Planting today is a positive legacy for future residents, and can enhance biodiversity.



Fig 104. Trees can be planted as part of a traffic calming or street enhancement scheme. Here they are planted in the 'nib' designed to slow traffic entering a residential area..



Figs 105-6. Street trees have been an accepted element of good street design for centuries. If close to roads, trees can be pit-planted to protect underground services/interference with structures or surfaces.



Fig 107. New street trees in Brixton will ultimately soften the urban streetscape. Appropriate species should be chosen based on mature size and spread of crown. Fig 108. Park Avenue enhanced by planting, Redcar.



Fig 109. South Bank. Interwar housing softened by a fine tree lined avenue. A programme should be in place to replicate this legacy as current mature specimens reach the end of their lives or are lost through damage or disease.



Fig 110. Street trees can be a foil for streetscape and the focal point of spaces. This mature example in Bath forms the centrepiece to a small urban square.

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Signage and Advertising

5.14 **S**ignage in the public realm is generally intended to convey a message with the maximum of clarity and the minimum of fuss. Signage can include advertising signage associated with shopfronts and businesses, as well as street signage under the control of the Highway Authority. Signage for retail and business use often requires advertising/planning consent. Developers generally wish to attempt to convey 'quality' and this can be aided by careful consideration of appropriate shopfront design, colour, size and choice of lettering, treatment of stallrisers, fascia, hanging signs and any security measures required. Positive examples of both traditional and contemporary shopfront detailing can be seen within the Borough and detailed guidance should be sought from the planning department. As ever, context, clarity and effectiveness of design should be sought.



Fig 111. Hanging signs originated as visual aids to the illiterate. If designed with care they can enhance a streetscene.

5.15 **R**egarding signage provided under the auspices of the Local Authority, a proliferation of ill-considered signage adds to visual confusion for road users and pedestrians and defeats the purposes of clarity. In all instances of provision of signage, from the smallest waiting restriction notice, to wide ranging improvement schemes, signage should be rigorously audited and reduced to the functional minimum. The importance of reducing visual clutter is of great value to the streetscene and general environment. Reduction improves clarity for road users and reveals the townscape.



Fig 112. Good design requires sympathy with its surroundings, providing a positive image of the goods or services sold.



Fig 113. A crude, over large fascia that spans several buildings. Fascias should be divided up to relate to each 'design unit'.



Fig 114. Signage at Westgate Guisborough. This example is almost invisible to pedestrians and motorists alike. Affixing a smaller sign at the junction of ground and first floor on the building to the rear would enable increased visibility.

5.16 Signs can often be wall mounted, reducing the need for poles and minimising the possibility of vandalism. This should be pursued when existing signs are damaged and require replacement. Over-provision of signs or repetition reduces impact on drivers' perceptions, eroding the basic function of the signage. Clarity of function should be the goal of each intervention.

5.17 Signs should generally be:

- Be restricted to those that convey essential information only;
- Reduced to the functional minimum;
- Located on buildings, at the back of pavements or on existing structures or posts;
- Co-ordinated in design and colour;
- Highway signs should rarely be on yellow backing boards except in exceptional circumstances. Overfamiliarity reduces impact.



Fig 115. Integral name plates. Practically immune from vandalism and conveying quality and permanence. An appropriate fixing method will avoid any damage to the structure.



Fig 117. A clutter of poles; a broken light column stub; pole mounted nameplate; and, bent signage. The gateway to Redcar at Locke Park. Such examples can be found throughout the Borough and hinder attempts to achieve a quality environment.



Fig 116. Pole mounted examples where adjacent walls present alternative locations. To install examples such as these is to increase the risk of vandalism to to commit to unnecessary and ongoing maintenance and replacement

REDCAR AND CLEVELAND

Quality

5.18 **A**n effective public realm cannot be created by shortcuts in quality. Materials such as stone setts, cobbles, flags and blocks can still be seen around the Borough today, testimony to their durability and the skill employed in their installation and maintenance.

5.19 Comparable quality is expensive today, and where it already exists in our public places such examples should be maintained and protected. Recent work to relay 100,000 setts in Guisborough Market place shows this kind of conservation in action. Reclaimed riven york stone still provides excellent surfaces in Saltburn, 100 years after it was quarried. Scoria blocks, cast from furnace slag and laid in the 19th Century, remain in many back streets, testimony to their durability. These lend character to an area where they have not been grubbed out or hidden under tarmac.

5.20 Where there is no historic surface to maintain new surfaces should try to be clear and simple.



Fig.118. Relaying of setts in Westgate. Durable materials in sympathy to their surroundings.

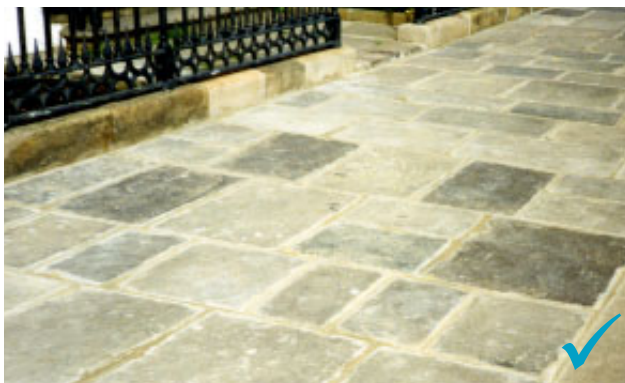


Fig 119. Reclaimed paving laid as part of a 1990's townscape scheme in Saltburn.



Fig.120-1. Scoria blocks, cast from furnace slag, remain in many back roads and alleyways, testimony to their durability.



‘Where resources are inadequate, never compromise on quality, do less better, in phases, to a higher standard’

English Heritage



Fig 122-3. High quality scoria and expensive sandstone and brick setts at Loftus, concealed beneath tarmac.

900 x 600mm concrete or artificial stone paving may be appropriate in more urbanised areas or the core parts of settlements.

5.21 A high standard of materials of an appropriate type, installed with skill, is likely to prove to be of better long-term value than make-do solutions. As ever, design in the countryside or in parkland requires a different approach to that in towns, appropriate to context.

5.22 ● Quality in the public realm should be vigorously pursued.

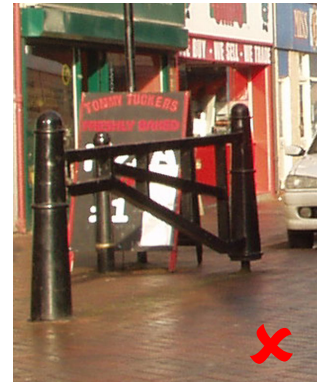


Fig 124. A crudely installed post and an unsafe and poorly installed barrier at Redcar.



Fig 129. In 1996 Loftus centre was repaved and landscaped. Lack of aftercare to trees and guards has undermined a good scheme.

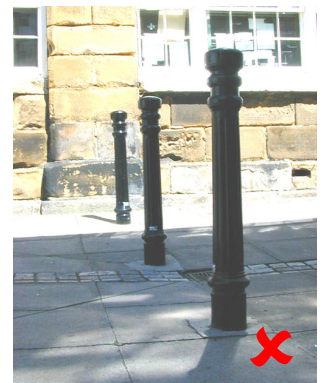


Fig 125-6. A correctly installed bollard, Guisborough, and several incorrect bollards, bases installed 20cm too high.



Fig 127. Sympathetic birdsmouth rail in park.



Fig 128. A repair using wrongly dimensioned timber.

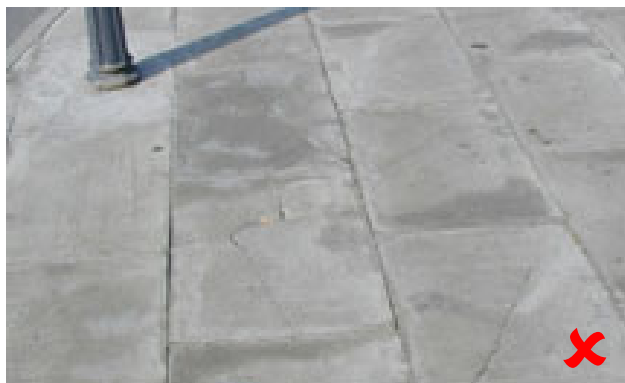


Fig 130. Saltburn: Cracked paving caused by unsuitable original specification and vehicle overrun. Concrete splattered bollard installation.



Fig.131. High quality work and materials at the Headland, Hartlepool using complementary natural materials as part of a comprehensive regeneration scheme.

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Fig 132. A road layout conceived primarily with motorists in mind has resulted in a pedestrian-hostile environment and a sea of traffic lights, barriers and infrastructure.

Clutter

5.23 **T**he public realm is enhanced by a avoidance of a fussy or cluttered appearance. Too often, items of 'street furniture' proliferate without regard to context, or to the cumulative impact that they have on the street scene. Visual clutter such as an excess of signs, poorly positioned seats, bins or columns creates confusion for the user, whether motorist or pedestrian, and detracts from the quality of the built or natural environment.

5.24 Where new signage is warranted it should be preceded by a rigorous audit of what is there already. Items can often share poles with existing signs or can be fixed to lighting columns, walls or buildings. Minimisation of clutter enhances sustainability through reduced maintenance need and increased clarity for users.

5.25 Functions can often be integrated to avoid proliferation of clutter. Lighting columns can double as signposts, or as mounts for CCTV, allowing for a less-cluttered street and



Fig 133-4. Left, defunct post. Clutters street and has been repeatedly weed-sprayed at base. Right, on removal.



Fig 135-6. Left, defunct posts behind cabinet, subject to repeated weed-spray and conflict with grass cutter. Right, after removal.



Fig 139. Pedestrian barrier at Glenside. The tarmac path it makes redundant has been left by oversight or thoughtlessness.



Fig 137-8. Where possible signs should be competently fixed to walls, reducing cost, clutter and maintenance requirements.

improved ease of movement. Avoidance of unnecessary clutter enhances the ability of pedestrians to walk unhindered, and for the mobility impaired to travel. Obsolete and superfluous street furniture should be removed where possible and it is critical that adequate finance is made available to allow these functions to be carried out.

5.26 Coordination between developers and the Local Authority can enable lighting, street signs, CCTV and other infrastructure to be designed into a scheme at an early stage, rather than grafted on in the latter stages. Those involved in the design, procurement, and maintenance of street furniture and signage should:

- 5.27 ● Audit thoroughly in advance of new schemes;
- Design for function, quality and context;
 - Use maintenance as a means to gain feedback on the effectiveness, or continued desirability of a scheme.



Fig 140. An unloved and unmaintained information drum at Redcar. Continued neglect contributes to air of wider dereliction.



Fig 143. A plethora of signage and infrastructure, installed without consideration of negative cumulative impact.



Fig 141-2. Where possible CCTV, signs and lighting should be wall-mounted. To the left the view through Regent Walk is marred by superfluous lighting columns. Wall-mounted versions, as at Chaloner St above, would have required less maintenance and materials and would have created a less cluttered appearance.



Fig 144-5. Wall mounted CCTV in Redcar. Reasonably subtle in 2003 but renewed at grotesque scale in 2004, undermining efforts to regenerate this terrace.

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Designing for Context

5.28 **C**ontext is of key importance. The Borough has notable variety and it is important to maintain distinctiveness. An appropriate solution for an urban area may be wholly unsuitable for rural parts and may erode that which make places special. Erosion of local distinctiveness has been a marked problem over the last few decades as solutions become increasingly standardised. It is however local distinctiveness which attracts us to 'unspoilt' areas. Distinction between urban or rural, market town/seaside town, functional highway or intimate street should be reinforced when interventions are made. The need to respond to local context applies both to buildings, and to activities undertaken by the Local Authority such as highway design and maintenance. In all instances, intervention in the public realm requires careful thought beforehand, an audit of what is already there, and a response which fulfils its intended function yet respects the distinctive qualities of a place.

5.29 Historic precedents offer design cues. The cattle grid in fig 146, and its gate, achieves a traffic calming and road narrowing effect sought by highway designers looking to lower speeds.

5.30 ● Urban and rural distinctiveness requires nurturing;

- An appropriate solution can usually be found that also respects distinctiveness;

- Investment of time at the design stage usually reduces long-term costs.



Fig 146. Approach to Liverton Village. Distinctive barrier and cattle grid emphasise rurality yet simultaneously calm traffic.



Fig.147. A reasonable attempt at rural Helmsley to achieve a similar effect at a new 'village gateway'



Fig.148. High quality detailing at a pedestrian crossing in Halifax, in sympathy with its urban and town centre context.

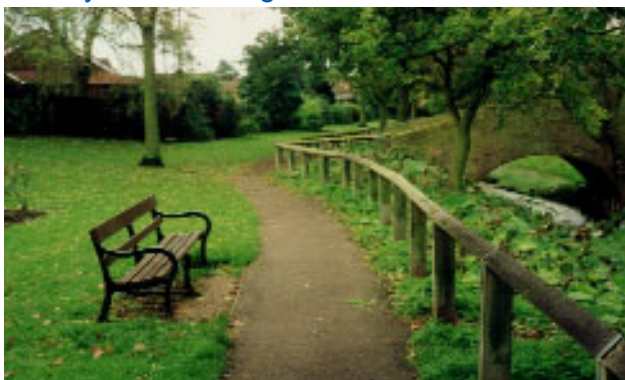


Fig 149. Furniture and pedestrian rail selected to respond to the semi-rural character of this open space in Guisborough.



Fig.150. Road edging design within the national park. Durable materials in sympathy with their rugged context.

Design Consistency

5.31 **A**reas of the Borough have often developed specific palettes of street furniture or infrastructure that reflects their context or function. This is most marked in rural areas where a palette of items appropriate to a countryside location has been developed. Rights of Way are generally marked by wooden posts, footpath infrastructure such as steps or rails are likely to be of timber and surfacing is chosen to reflect a rural context.

5.32 Conversely in distinctly urban areas a different palette has been evolved. Saltburn has drawn inspiration for street furniture, lighting etc. from its Victorian past, reflected in current models of seating, finger-posts and lamp standards. It is important to maintain these palettes where they exist as inconsistency in street furniture can appear random and poorly thought out. Where no distinct type exists public consultation may reveal an appropriate style befitting an area. Figure 152 shows the erosion of a consistent design palette at Redcar Esplanade, destroyed by lack of thought in the commissioning of new street furniture or traffic infrastructure. Figure 153 shows 'Victoriana' lighting columns characteristic of Saltburn, installed in a 1990's Town Scheme where replacement lantern heads have eroded the scheme.

5.33 Consistency in good design choices indicates that care and thought goes into the public realm. A 'pick and mix' approach can frequently lead to a visually confused environment that can detract from other qualities or intended functions, including functional clarity.

- 5.34
- Design solutions are usually different depending on context. Context should be respected;
 - Where a design palette already exists, endeavour to complement it;
 - Be wary of novelty or designs likely to involve excessive cost when replacements are needed.



Fig 151. Redcar Esplanade was redesigned in the 1990's on a maritime theme, with bespoke lighting and street furniture.

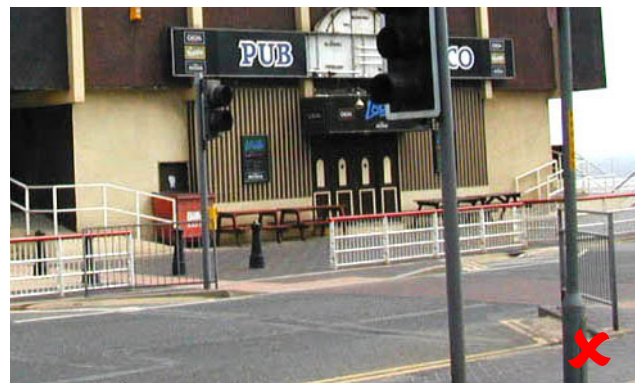


Fig.152. Dilution of this palette is evident, as with this pair of standard railings, installed without consideration of context.



Fig.153. Foreground: Standard lantern crudely installed on 'Victoriana' column. Lantern in background shows original design.

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Water Resources

5.35 **F**ingers of 'countryside', penetrating built up areas brings nature closer to people and offer recreational benefits. Such areas frequently follow the course of streams and rivers. Where water is present, safe access to it should be enabled. Culverted streams and watercourses have been re-exposed as the environmental and psychological benefits of such resources has become more appreciated. Figs 161-3 show the Cong Burn at Chester-le-Street, previously canalised and covered but now landscaped and open to the air. Dam Street in Loftus is given great character by the small watercourse that runs alongside, and in its open stretches are readily accessed and maintained, (figure 154).

5.36 Emerging guidance on 'Sustainable Urban Drainage' promotes the diversion of run-off from roads, roofs and car parks to balancing ponds and swales to allow gradual infiltration back into the ground (PPS25). This replenishes ground water and minimises risk of 'flash floods' that can beset environments where rainfall is sealed from the ground by impermeable materials and forced into overburdened combined sewers. Proposals for development should take account of the effects of potentially increased surface water run-off. This can increase the flows downstream and so increase the risk of flooding. This is particularly so for development on greenfield sites but the downstream impacts can also be significant for brownfield development where the existing drainage system may not have the capacity, or be in a condition to carry the additional



Fig. 154. Open water at Dam Street, Loftus. Lends character to the area and contributes to biodiversity.



Fig. 155. Balancing ponds such as this at Kirkleatham can be used to moderate storm run off and replenish groundwater.



Fig 156. Swales and ditches can often be used on Highway schemes more cost effectively than piped drainage.



Fig. 157-8. New developments, as at Upton, Northampton, can incorporate SUDS schemes as key landscape elements.

drainage without reconstruction. For brownfield development, therefore, sustainable urban drainage also contributes to the more efficient use of existing conventional systems. Conventional piped systems can lead to flooding and pollution affecting areas downstream of development. Reduced drainage requirements, less capacious drains and potentially greener and more water-filled environments are likely to result from the appropriate implementation of SUDs schemes.

5.37 ● Developers and householders should look to harvest rainwater into collection systems, grey-water recycling and rainwater harvesting;

- A balance should be struck between safety and better access to water within the Borough;
- New development should consider the possibilities of incorporating existing water-courses, swales or balancing ponds into positive landscape elements of their schemes.

- SUDs can contribute to biodiversity.

Further Information: 'The Environment Agency'



Fig 161-2. The Cong Burn, Chester-le-Street, was constrained in a concrete culvert, squandering a valuable landscape resource. A misguided health and safety mentality had created a steep sided, mesh covered health hazard.



Fig 163. In a 1990's initiative, the site was remodelled to bring the watercourse back to the heart of the town. Culverts were removed and the Burn was restored to a graded natural channel, creating a significant townscape asset.



Fig 159. The public realm can be enhanced hugely by the presence of water, as here at Great Ayton.

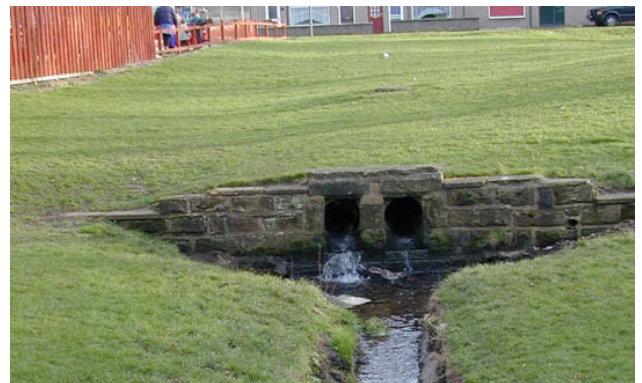


Fig.160. The re-emergence of a tributary to Chapel Beck, Guisborough. Undercapitalised potential of small watercourse.



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Public Art

- 5.38 **P**ublic art can generate a range of benefits that enrich the environment. It can provide a focal point to spaces or can be integrated into buildings to add visual interest. The most effective artwork is often that which displays a local distinctiveness and is designed specifically for its context. Figures 164-67 illustrate ‘% for Art’ schemes where art has been used to enhance new developments.
- 5.39 The Councils % for Art Policy asks developers to contribute a percentage of overall development costs to provide on-site artwork. As in the provision of public open space, thoughtfully composed and well-sited artworks can become assets to the public realm that add long-term value and distinctiveness to a development.
- 5.40 ● Artwork should be considered as a means of adding value to a development, both for active users and for the visiting or passing public.



Fig 164. Stained Glass at Dormanstown Infants School by Sue Woodhouse.



Fig 165. 'Beamish Longhorns' by Sally Mathews on the Sustrans Cycle Route at Chester-le-Street.



Fig 166. 'Redcar Races' by Grahame Ibbeson at Morrison's car park, Redcar.



Fig 167. Stained glass at the East Cleveland Hospital, Brotton, by Chloe Buck.

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Building for Life

Commission for Architecture and the Built Environment

English Heritage

Environment Agency

Institute of Historic Building Conservation

Northern Architecture

Redcar and Cleveland Borough Council

Resourse for Urban Design Information (RUDI)

Royal Institute of British Architects

Royal Town Planning Institute

www.buildingforlife.org

www.cabe.org.uk

www.cabespace.org.uk

www.english-heritage.org.uk

www.environment-agency.gov.uk/

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www.redcar-cleveland.gov.uk

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www.architecture.com

www.rtpi.org.uk

REDCAR AND CLEVELAND

Glossary

accessibility The ease with which a building, place or facility can be reached by people and/or goods and services.

adaptability The capacity of a building or space to respond to changing social, technological, economic and market conditions.

biodiversity The variety of life in all its forms.

block The area bounded by a set of streets and undivided by any other significant streets.

brief Site-specific briefs are also called a variety of other names, including design briefs, planning briefs and development frameworks.

building line The line formed by the frontages of buildings along a street.

built environment The entire ensemble of buildings, neighbourhoods and cities with their infrastructure.

built form Buildings and structures.

bulk The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing.

CABE Commission for Architecture and the Built Environment.

carbon sinks Areas that absorb and hold on to carbon dioxide. For example, trees have a significant capacity to absorb carbon dioxide.

conservation area One desig-

nated by a local authority under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The council will seek to preserve or enhance the character and appearance of such areas.

context The setting of a site or area.

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

density The mass or floorspace of a building or buildings in relation to an area of land.

design champion A person responsible for ensuring that a particular organisation - a local authority, regional development agency, health authority or government department, for example - promotes high standards of design throughout its work.

design guidance Documents providing guidance on how development can be carried out in accordance with the planning and design policies of a local authority or other organisation.

design guide Design guidance on a specific topic such as shopfronts or house extensions, or relating to all kinds of development in a specific area.

design policy Relates to the form and appearance of development, rather than the land use.

design principle An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or design code. Each such planning tool should

have its own set of design principles.

design statement An applicant for planning permission can submit a planning application design statement with the application (or prior to making the application), setting out the design principles adopted in relation to the site and its wider context.

Government advice encourages an applicant for planning permission to submit such a written statement to the local authority.

design-led development (or regeneration) Development whose form is largely shaped by strong design ideas.

desire line An imaginary line linking facilities or places, which people would find it convenient to travel between easily.

DETR is now Office of the Deputy Prime Minister (ODPM)

development brief A document providing guidance on how a specific site of significant size or sensitivity should be developed in line with the relevant planning and design policies. It will usually contain some indicative, but flexible, vision of future development form.

development control The process through which a local authority determines whether (and with what conditions) a proposal for development should be granted planning permission.

development plan The development plan sets out the policies and proposals against which planning applications will be assessed. Its context is set by national and regional planning policy guidance.

development Statutorily defined under the Town and Country Planning Act 1990 as 'the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land'. Most forms of development require planning permission.

elevation (i) An external face of a building. (ii) A diagrammatic drawing of this. (iii) The height of a site above sea level.

enclosure The use of buildings to create a sense of defined space.

energy efficiency The result of minimising the use of energy through the way in which buildings are constructed and arranged.

eyes on the street People whose presence in adjacent buildings or on the street make it feel safer.

facade The principal face of a building.

fenestration The arrangement of windows on a facade.

fine grain The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

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

grain See urban grain.

green infrastructure The network of open spaces, waterways, woodlands, green corridors, street trees, open countryside

and coastal areas within and between our urban areas.

in-curtilage parking Parking within a building's site boundary, rather than on a public street or space.

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

landmark A building or structure that stands out from the background buildings.

landscape The appearance of land, including its shape, form, colours and elements, the way these (including those of streets) components combine in a way that is distinctive to particular localities, the way they are perceived, and an area's cultural and historical associations.

layout The way buildings, routes and open spaces are placed in relation to each other.

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

local distinctiveness The positive features of a place and its communities, contributing to its special character and sense of place.

massing The combined effect of the arrangement, volume and shape of a building or group of buildings. This is also called bulk.

microclimate The variations of climate within a given area, usually influenced by hills, hollows, structures or proximity to bodies of water. Can differ significantly

from the general climate of a region.

mixed uses A mix of complementary uses within a building, on a site or within a particular area.

movement People and vehicles going to and passing through buildings, places and spaces.

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

node A place where activity and routes are concentrated.

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

perspective A drawing showing the view from a particular point, as the human eye would see it.

PPG Planning Policy Guidance Note. A document 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.

PPS - Planning Policy Statement. A document setting out Government policy on a specific theme to be taken into account when formulating development plan policies and in making planning decisions. PPSs are replacing PPGs.

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

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streets, squares and parks. Also called public domain.

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

section A drawing showing a slice through a building or site.

settlement pattern The distinctive way that the roads, paths and buildings are laid out in a particular place.

sight line The direct line from a viewer to an object.

strategic view The line of sight from a particular point to an important landmark or skyline.

street furniture Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting and signs.

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

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

urban design framework A document setting out how development plan policies should be implemented in a particular area where there is a need to control, guide and promote change. Such areas include transport interchanges and corridors, regeneration areas, town centres, urban edges, housing estates, conservation areas, villages, new settlements, urban areas of special landscape value, and suburban areas identified as being suitable for more intense development.

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

vernacular The way in which ordinary buildings

were built in a particular place before local styles, techniques and materials were superseded by imports.

(Glossary indebted to:

CABE (2004) 'The Councillor's Guide to Urban Design')

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This information is available on request in other languages, in Braille, on tape and in Large Print. For further information contact 08456 126 126.

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