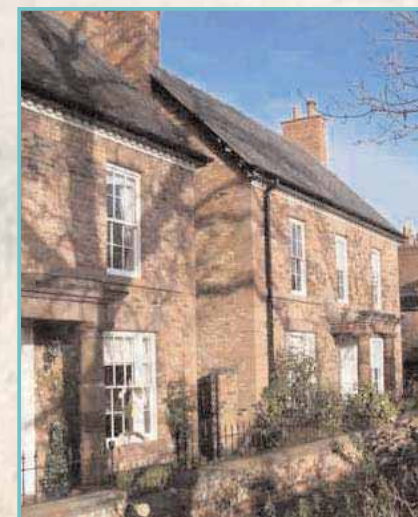


# Easington Lane Development Framework

## Supplementary Planning Guidance





SUPPLEMENTARY PLANNING GUIDANCE  
EASINGTON LANE DEVELOPMENT FRAMEWORK

FEBRUARY 2005

Philip J. Barrett  
Director of Development & Regeneration  
Sunderland City Council  
PO Box 102  
Civic Centre  
SR2 7DN

Tel: (0191) 553 1542  
Fax: (0191) 553 7893  
email: [implementation@sunderland.gov.uk](mailto:implementation@sunderland.gov.uk)



# EASINGTON LANE DEVELOPMENT FRAMEWORK



## PREFACE

The Council's Planning Service has recently received several enquiries and planning applications for significant housing development in Easington Lane. To provide clarity on the way in which development should take place the Easington Lane Development Framework has been prepared as Supplementary Planning Guidance to the Unitary Development Plan.

The Development Framework provides a planning framework and design guidance for future development in the Easington Lane area. Particularly, it aims to establish a framework for the preparation of a detailed masterplan for the development of a series of housing development sites and a proposed primary school development to the east of Easington Lane.

This document was formally adopted by the Council as Supplementary Planning Guidance on the 16th February 2005.

## EXECUTIVE SUMMARY

The purpose of the Development Framework can be summarised as follows:

It sets the key policy requirements of the UDP (and UDP amendments) alongside National Planning Policy and Urban Design Guidance.

A detailed analysis of the study area and individual sites is incorporated within the document and should be used by developers to inform their proposals.

Design principles such as site layout, form and appearance of buildings and streets, places and public open spaces are set out in Chapter 6. All development proposals will be expected to demonstrate how they have taken account of these design requirements.

The Development Framework is intended to guide and inform development proposals on all of the sites within the study area. Planning applications for individual sites within the study area will be expected to include the following:

- Planning Statement
- Design Statement
- Landscape statement

The City Council will require developers to prepare a combined master plan for the Murton Lane sites (North, South and West) to be submitted to the Council for approval. Planning applications for individual sites must be in accordance with the agreed master plan.

# EASINGTON LANE DEVELOPMENT FRAMEWORK

## EASINGTON LANE DEVELOPMENT FRAMEWORK

### Contents

#### 1. Introduction

- Background
- Scope of Report

#### 2. The Wider Area

- Introduction
- Regional Context
- Local Facilities
- Transport
- Development Proposals
- Impact on Existing Settlement
- Analysis

#### 3. Planning Policy / Design Guidance

- Sunderland UDP Policies
- National Planning Policy Guidance
- Best Practice Design Guidance
- Supplementary Planning Guidance

#### 4. Site Analysis

- Boundary Influences
- Landform / views and vistas
- Natural Features
- Access / Connections
- Contextual Influences

#### 5. Design Framework

- Design Framework Concept Plan
- Mix of Uses
- Character
- Built Form
- Landscape Strategy
- Public Realm
- Focal Spaces
- Movement Framework
- Road Hierarchy
- Movement
- Parking
- Street Design Codes
- Sustaining the Development
- Crime Prevention and Safety

#### 6. Site Specific Design Requirements

- Murton Lane
  - Mix of Uses and Density
  - Built Form
  - Access and Connections
  - Public Realm
- Forest Estate
  - Mix of Uses and Density
  - Built Form
  - Access and Connections
  - Public Realm
- Lyons Avenue
  - Mix of Uses and Density
  - Built Form
  - Access and Connections
  - Public Realm
- Existing Primary School Site
  - Mix of Uses and Density
  - Built Form
  - Access and Connections
  - Public Realm

#### 7. Implementation

- Status and Role of the Development Framework
- Planning Conditions

#### Appendices

- Appendix A- Urban Design Policies

- Appendix B -Relevant Design Guidance and Policy Documents

# EASINGTON LANE DEVELOPMENT FRAMEWORK



## 1.0 INTRODUCTION

1.1 Following a renewed interest by developers in the Easington Lane area the City Council has prepared the Easington Lane Development Framework, as supplementary guidance in accordance with PPG12, in order to provide a coordinated and integrated approach to development. In accordance with PPG3 the Development Framework has been prepared having regard to the City Council's Urban Capacity Study and Interim Strategy for Housing Land, which seeks an appropriate distribution of new housing in the City, the overall numbers up to 2021 being set by the Regional Spatial Strategy.

1.2 A Development Framework is a document that describes and illustrates how planning and urban design strategies and principles can be implemented in urban areas where there is a need to promote and coordinate change.

1.3 The purpose of the Development Framework is to inform future proposals for public and commercial development. It should be used:

- as a guide to prospective developers;
- as an assessment tool for development proposals; and
- to guide and coordinate development of public infrastructure.

1.4 The study area includes four development sites:

- Murton Lane (North, South and West)
- Forest Estate
- Lyons Avenue
- Existing Primary School Site

(See the aerial view and site location plan adjacent)

### Scope of Report

1.5 The Development Framework comprises the following sections:

- 1) Introduction
- 2) The Wider Area - identifying the characteristics of the Easington Lane settlement
- 3) Overview of Key UDP policies, and planning and design policy guidance
- 4) Site Analysis - summarises key influences drawing upon site characteristics
- 5) Design Framework - the presentation of the design framework, and the integration of conceptual proposals with the surrounding area.
- 6) Site Specific Design Requirements - sets out detailed guidance for the individual development sites
- 7) Implementation - explaining how the development should be implemented.

Easington Lane Location Plan



Easington Lane

Crown copyright. City of Sunderland. Licence No. LA076376 2004

The Easington Lane Development Sites



## 2.0 EASINGTON LANE - THE WIDER AREA

### Introduction

2.1 The purpose of this section is to consider the wider implications of development within the Easington Lane area. The section will examine the area's capacity to take additional dwellings in terms of transport links, local facilities, employment opportunities and education. The plan overleaf highlights the context of the development sites within the wider area.

### Regional Context

- 2.2 Easington Lane lies approximately 1 mile to the south east of Hetton within the Sunderland Coalfields Area. Easington Lane is within easy reach of the North East's main settlements (Tyneside, Sunderland, Durham and Teeside). It also has good road links via the A1 (M), to the west and the A19, to the east.
- 2.3 The City of Sunderland Unitary Development Plan (UDP) allocates 17.65Ha for new housing in the area which equates with an approximate increase in households of 20% based on 2001 census data. In addition to the UDP housing allocations, the Forest Estate is allocated for restructuring. Much of this site has now been cleared creating additional capacity for approximately 120 dwellings.

### The Regeneration of Easington lane

- 2.4 Easington Lane developed in the 19th and 20th Centuries during the heydays of the area's coal mining industry. Many of the terraced properties that exist today were built to house the many workers employed in the local coal mines.
- 2.5 The post war period saw Easington Lane begin to diminish with many residents migrating out of the area. In the last few years, however, there has been resurgence of interest in providing new development in the area.
- 2.6 In accordance with the aims of the Coalfield Regeneration Framework the City Council is seeking to maintain a stable population in the Sunderland Coalfield, as part of wider regeneration aspirations, by creating sustainable and more balanced new housing markets city-wide. New development will help retain the resident population who are known to be moving away due to the lack of availability of new housing in Easington Lane and Hetton. By seeking to stabilise and/or increase the population of Easington Lane the Council believes the settlement will be a more attractive and a more viable size to enable improved retail, employment and transport links to be put in place.

2.7 The study area has a population of approximately 4,044 and 1,701 households (2001 census). This is expected to significantly increase following the development of the housing sites discussed in this document.

### LOCAL FACILITIES

#### Retail

2.8 There are a number of retail outlets, mainly located on the High Street in the centre of Easington Lane. These include a Post Office, newsagent, butcher and several mini-marts / convenience. There is no supermarket in Easington Lane. The nearest supermarket is the Kwik Save store at Hetton.

#### Healthcare

2.9 Easington Lane has the following medical services:

- Doctors - DR J B Stancliffe & Partners, High Street, Easington Lane
- Dentist - Kilker & Associates, High Street, Easington Lane
- Optician - Thompsons, High Street, Easington Lane
- Pharmacy - R Whitfield Ltd, Easington Lane

#### Education

2.10 Easington Lane has one primary School, attended by approximately 280 pupils. The nearest secondary school is Hetton School, approximately 1 mile away.

#### Library

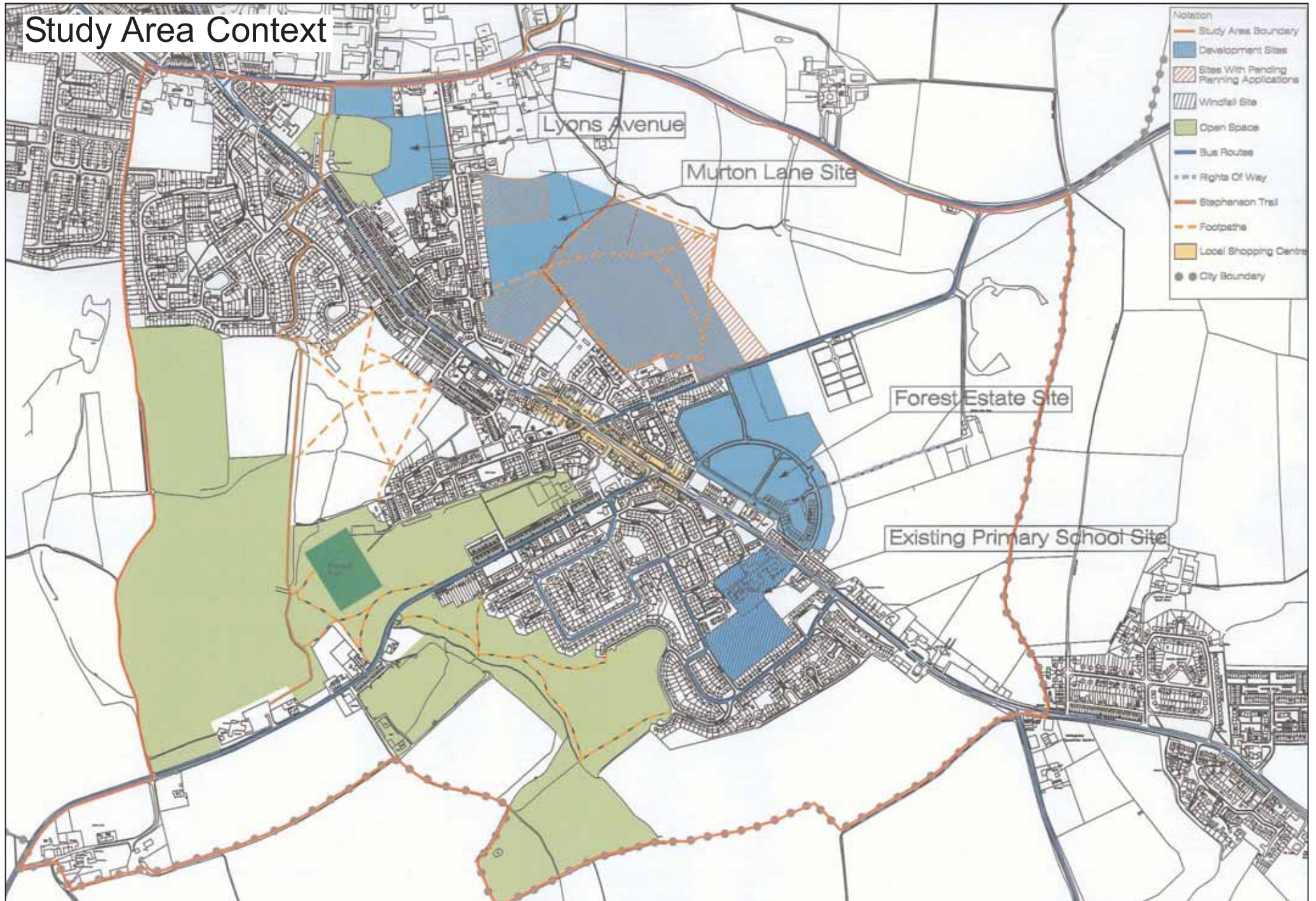
2.11 Easington Lane Library is located on High Street. The library offers normal lending services and internet access. The Hetton Centre, approximately 1 mile away, offers additional services including: activities for children; a learning centre and computer access.

#### Leisure Facilities / Open Space

- 2.12 There is no leisure centre in Easington Lane, the nearest is at Barnard Park, Hetton. This facility offers a 25m pool, fitness room and other leisure facilities. There are, however, several areas of open space, a golf course and formal play areas, including football pitches, located in the Easington Lane area.
- 2.13 To the south east of the Forest estate are 23 allotments (owned by the City Council). All of the allotments are currently occupied and there is a waiting list for those wishing to have an allotment plot in the area. The only other allotment site in the area is located on Elemore Lane.



# Study Area Context



## EMPLOYMENT

2.14 The following major local employment opportunities have been identified within a short journey of Easington Lane:

- Rainton Bridge Business Park
- Hetton Lyons Industrial Estate
- Market Place Industrial Estate, Houghton
- Retail and commercial employment at Easington Lane, Hetton, and Houghton

2.15 Other employment opportunities also exist in the Region, all are considered to be within reasonable travel distance:

- Doxford International Business Park
- Durham City Centre
- Sunderland City Centre
- Washington
- Newcastle
- Gateshead
- Dalton Flats Retail Park
- Murton
- Seaham
- Hartlepool
- Gateshead Metro Centre

## TRANSPORT

## Public Transport

2.16 A number of bus services operate from Easington Lane. The table below shows destinations and approximate journey times

DESTINATION	JOURNEY TIME (minutes)
Hetton	5
Houghton	10
Peterlee	20
Durham	25
Washington	30
Sunderland City Centre	40
Hartlepool	45
Gateshead	50
Newcastle	60
Gateshead Metro Centre	65

2.17 Services to Sunderland, Newcastle and Durham provide links with the UK's main rail network and the Tyne and Wear Metro Service. Direct rail services to London and the South and Edinburgh and the North are regularly available from both Durham Railway Station and Newcastle Central Station.

2.18 Links to the Tyne and Wear Metro system at the Gateshead Interchange provide a connection to Newcastle Airport, a journey time of approximately 80 minutes. Teeside Airport can be reached via rail services from Durham, a journey time of approximately 100 minutes.

2.19 In addition to the regular bus services a demand responsive route is also planned for the Easington Lane and Hetton area. The service will be launched by Nexus in Summer 2004 providing the population with an on demand service to nearby employment sites, including: Rainton Bridge, Hetton Lyons Industrial Estate and Doxford International Business Park. The service will also operate to other destinations within the immediate area that are not covered by the normal bus services.



## Road Links

2.20 Easington Lane has relatively good road links to the wider area and the national road network via the A19 and A1. Proposals for an A19 link road to the east, via Murton Lane, would further improve journey times to the north and south.

The table below shows estimated journey times by private car.

DESTINATION      AVERAGE JOURNEY TIME (minutes)

Hetton	5
Houghton	8
Durham	15
Washington	15
Peterlee	20
Sunderland City Centre	25
Hartlepool	30
Gateshead	30
Gateshead Metro Centre	35
Newcastle	40

## PROPOSED NEW HOUSING DEVELOPMENTS

2.21 The table opposite shows the number of proposed new dwellings for the four development sites. These numbers are based on the Interim Strategy for Housing Land. The Strategy seeks an appropriate distribution of new housing in the City, the overall numbers up to 2021 being set by the Regional Spatial Strategy.

2.22 In the Coalfield about 2,500 houses are proposed to be constructed between 2001 and 2016 in addition to new houses that will be replacements for houses cleared as part of Sunderland Housing Group renewal plans. Nearly 1,000 of these are already committed through planning permissions. The new houses will largely be concentrated in three areas - Shiney Row, Houghton and Easington Lane.

2.23 In Easington Lane about 700 additional dwellings will meet regeneration objectives and utilise available sites. Of these the four sites subject of the Development Framework could provide up to 600 new houses.

2.24 The total number of houses for each development site is based on an equitable distribution of the 600 total allocation.

2.25 The following table shows the number of proposed new dwellings for the area.

Site	No. of Dwellings	Ha
Murton Lane	371	15.13
Forest Estate	120	4.91
Lyons Avenue	68	2.79
Existing School Site	41	1.67
<b>Total</b>	<b>600</b>	<b>24.5</b>

## IMPACT ON EXISTING SETTLEMENT

2.26 The following table is intended to provide an estimate of the increase in population that would occur in Easington Lane if all the housing sites were developed on the basis suggested in this document. The population estimates are based on a projected average of 2.2 persons per household by 2011.

2.27 Any increase in population will have a direct impact on Easington Lane in terms of existing services, schools, transport etc.

	No. of households	Population	% increase in population
Murton Lane	371	816	20.1
Forest Estate	120	264	6.5
Lyons Avenue	68	150	3.7
Existing Primary School Site	41	90	2.2
<b>Total</b>	<b>600</b>	<b>1320</b>	<b>32.5</b>

## ANALYSIS

2.28 Easington Lane is located within reasonable travelling distance from Durham, Sunderland, Tyneside and Teeside, making it an attractive option for the development of new housing. It is recognised that proposals for the new A19 link road will further improve accessibility.

2.29 It is evident that new development in Easington Lane within the next 10 years will create pressure on the area's limited existing infrastructure and services. In order to effectively plan for the area an assessment of the implications of such development is required. There is also a need to consider how new development can be best integrated into the existing settlement.

## Retail

2.30 Retail Provision in Easington Lane is limited. The lack of a supermarket is significant with residents having to travel to Hetton, Houghton, Washington or Durham in order to find one of the main supermarket chains. Easington Lane would benefit from the introduction of a small / medium sized supermarket. It is considered that the existing school site would be suitable for the development of a supermarket, once the school has been relocated to a new site. This site would give any supermarket operator a desirable street frontage on High Street. The remainder of the school site could be developed for housing. If, however, after marketing the site for retail use it became evident there was no interest from supermarket operators the Council would consider other acceptable uses for this site.

## Education

2.31 Proposals for the development of a new primary school on the former Forest Estate. This site has sufficient capacity for future expansion of the school building. Secondary education is available at Hetton School and other secondary schools in the Coalfields Area.

## Employment

2.32 Easington Lane is well located with good transport links to potential employment opportunities throughout the North East. There are a number of employment centres located within a 1 hour journey from Easington Lane. These opportunities are wide ranging and include both skilled and unskilled jobs in a range of commercial sectors.

## Public Transport

2.33 Public Transport in Easington Lane is provided through bus services. Any new development should take account of the need to provide infrastructure that would allow: (a) additional bus routes and stops, and, (b) pedestrian links to existing bus routes/stops on High Street and Murton Lane.

## Road Links

2.34 Development of the Murton Lane site should ensure access is not restricted to one location. A series of access points for vehicles will be required. This would also allow for the routing of buses through the development sites, such as the demand responsive bus service that has been in operation since November 2004.

## Cycle / Pedestrian Links

2.35 Any development must ensure that adequate pedestrian and cycle links are provided to the existing Easington Lane settlement. Sunderland has a good network of cycle routes throughout the City. Every effort should be made to ensure that new developments provide high quality links to existing routes where possible and practicable.

## 3.0 PLANNING POLICY & DESIGN GUIDANCE

### Relevant UDP Policies

- 3.1 All new development within the study area should demonstrate that due regard has been given to the relevant policies and principles laid out in the adopted City of Sunderland Unitary Development Plan (UDP). The following is a summary of UDP policies that relate to new development within the study area. Further policies relating specifically to urban design issues are amplified in more detail later in this chapter.

### Housing

- 3.2 HA4.11 (Land for Housing) - allocates 14.85 ha at Murton Lane and 2.80 ha at Lyons Avenue for new housing.
- 3.3 H4 (Housing Development) - states that housing development will normally be expected to at least reflect the density of the locality and where appropriate, increased densities will be sought, particularly where they relate to a public transport corridor.
- 3.4 H10 (Phasing) - states when considering planning applications for housing, the Council will (as necessary) require the phasing of development of individual large sites or locally grouped sites identified elsewhere to minimise their adverse impact on local infrastructure, agricultural operations, services and community facilities.
- 3.5 H16 (Affordable Housing) states that the City Council will negotiate with developers to provide affordable housing on major new housing sites of 50 dwellings or more.
- 3.6 H21 (Open Space in Residential Areas) - states that within new residential developments of more than 40 bedspaces amenity open space shall be provided.

### Amenity Open Space

- 3.7 HA 12 (Amenity Open Space) - states that improvements to the quality of amenity open space will be made to the area immediately west of the Murton Lane housing site.

### Resources for the future

- 3.8 R2 (Resource Utilisation) - states that in considering proposals for new development, the Council will take into account the extent to which they: make use of existing and proposed service and social infrastructure; minimise the need for travel (by employees, visitors and residents alike); and, make use of vacant and derelict land.

- 3.9 R4 (Energy Conservation) outlines the need to encourage development that incorporates energy saving measures by virtue of the grouping and orientation of buildings, the provision of shelter and energy saving technology.

### Built Environment

- 3.10 B2 (Built Environment) - states that the scale, massing, layout and setting of new developments should respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy. Large scale schemes, creating their own individual character, should relate harmoniously to adjoining areas.

### Countryside and Nature Conservation

- 3.11 CN15 (Woodlands) - states that the City Council will permit developments, schemes and other initiatives which assist in creating the Great North Forest (on land between and around the main urban areas) and which are in accordance with other policies of the UDP.

### Transportation

- 3.12 T4 (Buses) - states that the maintenance of a network of bus routes will be encouraged.
- 3.13 T8 (Pedestrians) - states that the needs of pedestrians will be given priority in the planning of new developments, by promoting schemes which provide an integrated network of routes and improve and develop pedestrian links.

### UDP Alteration No.1, Housing

- 3.14 Due regard shall also be given to UDP Alteration No.1 - Housing, First Deposit document, January 2002.
- 3.15 RH2 (Meeting Needs) states that new housing will be provided which: supports the Council's regeneration aims; meets local need; improves choice; and, secures the re-use of vacant and derelict land where possible.
- 3.16 RH 6 (Affordable Housing) - states the City Council will negotiate with developers for elements of affordable housing to be provided on major new housing developments of 50+ dwellings. Suitable arrangements to ensure housing remains affordable will be required.

- 3.17 RH 9 (Integrating New Development) - states proposals for housing development of more than 10 dwellings must demonstrate: that the development would assist in bringing forward previously developed land; maximise access to jobs, shops and services through sustainable transport modes; be accommodated by the existing infrastructure of the location; enhance local services and facilities; and, be capable of being physically accommodated on the site.
- 3.18 RH 11 (Efficient Use of Land) - states housing development will not normally be permitted at a net density lower than 30 dwellings per hectare. Housing development will normally be expected to be developed at a net density between 40 and 60 dwellings per hectare within 300m of: the City Centre; Washington and Houghton town centres or in areas within 300m of: a local shopping centre; a rail or metro station; a bus route with a frequency of service of 2 buses per hour in both directions.
- 3.19 RH 12 (Executive Housing) - states provision will be made for high quality high priced housing through:
  - protecting existing areas and groups of such housing
  - permitting low density executive housing where justifiable
  - encouraging a high quality of design and innovation to provide high density executive housing in appropriate locations
- 3.20 RH 17 (Design Quality) - states that a high standard of Design and Layout in new housing development will be encouraged. Developments should make efficient use of land without compromising the quality of the environment. Design should address performance as well as appearance, particularly with regard to access, community safety and environmental sustainability.
- 3.21 RH 21 (Open Space in Residential Developments) - states within all new developments the following shall be provided: Amenity open space / casual play space; and, in the case of family dwellings, formal (equipped) children's playspace should be provided. In applying this policy the Council will take into consideration existing provision in the locality.
- 3.22 Policy RH22 (Private Cars) states that housing developments should not be dominated by the need for car usage, particularly in urban areas where public transport is available.
- 3.23 Policy RH23 (Residential Amenity) states that the Council will encourage developments which maintain or enhance the general amenity of the area, with development proposals adjoining residential areas avoiding overlooking, unacceptable car parking and loss of visual amenity and the area's character.

## Draft Replacement UDP City-Wide Design Policies

- 3.24 The City Council is committed to achieving a high standard of design in all new development. The Draft city-wide design policies set out the key urban design policies to be applied to all new forms of development. These policies are included in appendix A.
- 3.25 The UDP extract opposite illustrates the relevant policies for the area.



## UDP Extract



## Design Policy Guidance

3.26 Policy and best practice guidance of relevance to the formulation of design proposals for the development sites are summarised below. A comprehensive analysis of all, not only design related, policies may be required to accompany any planning application for individual sites within the study area and may take the form of a planning statement.

## National Planning Policy Guidance

### 3.27 General Principles

- A high quality of design should be secured in developments (PPG1, para 13).
- Good design addresses the way places work as well as how they look. Factors that need to be considered when designing new development include: the connections between people and places, especially jobs and key services that people need to access, movement and urban form and the natural and built environments; and the processes for ensuring a successful, safe and inclusive community.(PPS1, annex C Para1)

### 3.28 Housing Development

The following key principles set out in the Government's Planning Policy Guidance Note 3 (Housing) need to be taken into account when designing new housing development:

- New development should be well designed and make a significant contribution to promoting urban renaissance and improving the quality of life. (para 1)
- Mixed communities should be created, by providing a mix of size and type of housing (para2)
- New housing development should incorporate new open spaces where such spaces are not already adequately provided within easy access of new housing (para 53)
- Developments are encouraged to have a distinctive layout which respects, and enhances, the local character (para 56)
- Housing densities of 30 and 50 dwellings per hectare (net) should be achieved. (para 58)
- Car parking standards that result, on average, in development with more than 1.5 off street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments (para 62)
- Applicants for planning permission should be able to demonstrate how their proposals have taken into account the need for good layout and design (para 63)

## 3.29 Transportation

Relevant principles set out in the Government's Planning Policy Guidance Note 13 (Transport) include:

- Traffic calming in residential areas is encouraged, as is the use of 20 mph zones where appropriate (para 48)
- Direct, safe and secure walking routes, cycle lanes and off-road cycle paths where applicable are encouraged, as are extensions to public rights of way (para 52)

### Best Practice Design Guidance

3.30 The Government and the Commission for Architecture and the Built Environment (CABE) have also produced a series of best practice guides which should be read in association with the Planning Policy Guidance referred to previously, including:

- Planning for Sustainable Development - Towards Better Practice (1998)
- Places, Streets and Movement: A Companion Guide to Design Bulletin 32 (1998)
- Urban Design Compendium 32 (2000)
- By Design (2000)
- The Value of Urban Design (2001)
- Better Places to Live (PPG 3 Companion Guide) (2001)
- Home Zone Design Guidelines (2002)
- Better Civic Buildings and Spaces (CABE)
- Better Public Buildings (DCMS 2000)

3.31 These documents contain much advice and guidance that is of relevance to all development proposals for Easington Lane. The content of this guidance is not replicated within this Design Framework although it is considered of relevance to note the following matters that 'By Design' sets out as being the objectives of urban design.

#### Character -

A place with its own identity which responds to, and reinforces, locally distinctive patterns of development, landscape and culture.

#### Continuity and Enclosure -

A place where public and private spaces are clearly distinguished

#### Quality of the Public Realm -

A place with attractive and successful public spaces and routes which work effectively for all in society.

#### Ease of movement -

Promoting accessibility and local permeability putting people before traffic and integrating land uses and transport.

#### Legibility -

Development that provides recognisable routes, intersections and landmarks to help people find their way around.

#### Diversity -

A place with variety and choice

These themes should be reflected in all development proposals for the four sites at Easington Lane.

### Supplementary Planning Guidance

3.32 The City Council's Residential Design Guidance, set out as Draft Supplementary Planning Guidance, is currently moving towards adoption, after which it will be incorporated into the emerging City of Sunderland Local Development Framework. The first draft of this document was put on formal deposit with the UDP replacement Housing Policies in January 2002. Responses to the draft publication have already been made and the guidance is now currently waiting for approval as SPG after a period of time on deposit.

The main points to emerge from the Guidance are as follows:

- All applications for development have to demonstrate that they conform with the guidance;
- A design statement will be required for all development sites;
- An applicant may be required to make a pre-application design statement to explain the design principles on which the proposed development is based;
- All applicants must address the sustainability of the proposal;
- Accessibility should be a major consideration
- All developments should be designed with safety in mind



## EASINGTON LANE DEVELOPMENT FRAMEWORK

- The core principles in relation to the layout will be to encourage ease of movement within the development and with adjoining areas and to establish an identity which relates to its setting;
- Schemes must be designed with crime prevention in mind

3.33 The City Council has also provided a document which gives guidance on the subject of Design Statements for all new forms of development. The guidance amplifies the draft city-wide urban design policies described above and is intended to raise the standard of all planning applications. A summary of the type of information that is required in a design statement is attached to this document in Appendix A.

3.34 Appendix B contains a list of further references that developers may wish to consult to achieve an acceptable development.



## 4.0 SITE ANALYSIS

### Character

- 4.1 The successful integration of new development with its surrounding context is fundamental to achieving successful development. A careful analysis of the local character will inform the best response to the context and produce a more appropriate development. It is therefore essential that development proposals for any of the 4 proposed housing sites takes into account the main characteristics of the area ensuring that the development acknowledges both local and regional identity. The following section describes some of the key design influences from the local area and the wider region that should be reflected in all development proposals.

### Streetscape, Public Realm and Open Spaces

- 4.2 The urban area of Hetton and Easington Lane is characterised by a linear band of linked settlements. The present settlement pattern has been largely shaped by the area's development as part of the Durham coalfield. The pattern of roads reinforces the High Street as the main thoroughfare. Beyond the High Street are residential estates which give way to open fields. An important characteristic of the area is the strong connections between individual settlements and open farmland. There is a series of large open spaces such as Hetton Lyons Country Park and Elemore Vale which contribute to the rural setting of the area.

### Buildings and Structures

- 4.3 Domestic scale, two storey properties are the predominant building type with in the Easington Lane. The older properties can be found along the High Street and many are pre 1919 buildings. Set further back from High Street is a series of more recent 1950/60s estates consisting of typically semi - detached dwellings. Many of the properties fronting High Street are of brick construction, some have been rendered at a later date and some have had shopfronts added. Further northwards along Pemberton Bank and Lilywhite Terrace are older more traditional brick terraced dwellings.
- 4.4 There are also examples of traditional terraced properties along Lyons Avenue that reflect some of the distinctive architectural features found throughout the Durham coalfield such as bay windows, barge boards, slate roofs, chimney stacks and sash windows.

- 4.5 A number of key buildings including St Michaels Church and the listed clock tower add to the diversity of building form and scale. These buildings are constructed in local limestone. Other architectural features in the area include limestone walls.

- 4.6 The photographs opposite illustrate the varied nature of architectural styles that exist throughout the coalfields area.

- 4.7 The following section of the Development Framework endeavours to summarise key influences, drawing upon the individual characteristics of the development sites that form the study area and the Policy requirements outlined in the previous section.

These are

- Boundary Influences
- Landform
- Natural Features
- Access
- Connections
- Character

### Visual Analysis

- 4.8 The photographs overleaf provide a visual analysis for each of the development sites.

## Architectural Styles of the Sunderland Coalfields



Terraced dwellings with gardens in the front curtilage with brick boundary walls are a common feature in the area.



Terraced dwellings fronting the street are a distinctive building form throughout the coalfield area



Magnesian limestone and natural slate are distinctive building materials of local architecture.



Magnesian limestone boundary walls are a distinctive local feature.



Public open space fronting private dwellings contributes to the character of the local townscape.



Decorative railings on a stone plinth make a positive contribution to the quality of the public realm.



Natural slate and clay pantiles are distinctive roofing materials of local architecture. The photograph illustrates how varied roof heights add to the character of the area.



An example of a traditional style dwelling, found throughout the coalfield area, with slate roof, sash windows and simple door surround.



## Murton Lane Site



Northern boundary of development site, mature hedgerow a typical natural feature found in the site.



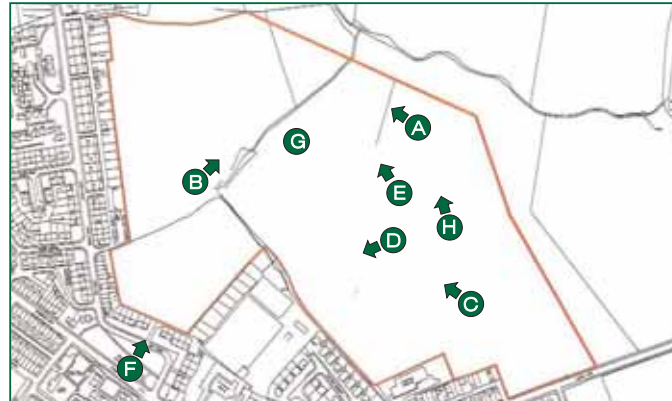
View looking towards Eppleton Hill.



Looking northwards across the coalfields, new housing development in the background



Footpath running along the eastern boundary of the site.



Looking westwards towards the back of properties in Neil Street.



View into development site from Neil Street.



North eastern area of development site.

## Forest Estate Site



A

View northwards across development site, Easington Lane in the background.



B

View Looking Southwards



C

Gap site to High Street frontage vehicular access to Forest Estate.



G

View westwards. Gap site fronting High Street.



D

View northwards and on the remaining dwellings which formed the Forest Estate.



F

View northwards.



E

Eastern boundary of site looking towards Cemetery. Note hedgerow creates strong boundary feature.

# Lyons Avenue



View of Cricket Club car park



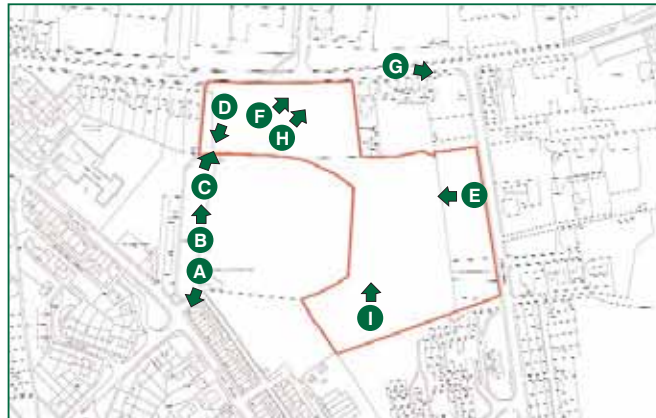
Looking northwards towards Hetton Lyons Industrial Estate



Footpath linking Colliery Lane and Cricket Club car park.



Looking Northwards from the southern boundary. Cricket Club to the East.



Looking southwards along footpath connecting Lilywhite Terrace with Colliery Lane



View from Lyons Avenue looking west towards Hetton Cricket Club.



Northern Boundary of the development site.



View northwards along Lyons Avenue from the western boundary of the site.



Footpath which links Colliery Lane with Lilywhite Terrace

## Existing School Site



View westwards from school playing fields towards Tamar Street.



Southern Boundary of site



Western boundary of site.



Looking northwards towards school.



School frontage to High Street..



South east boundary of site.



View of existing school buildings.



View towards High Street and eastern boundary of site.

## EASINGTON LANE DEVELOPMENT FRAMEWORK

### Boundary Influences

#### Murton Lane Development Site

- 4.9 The Murton Lane site has strong physical boundaries. The site is bounded to the east by mature hedgerows and a stream, beyond which are open fields. Residential properties enclose the southern and eastern boundaries. The remaining boundaries are made up of hedgerows and open grassland.

#### Forest Estate Development Site

- 4.10 Located to the south of Murton Lane, the Forest Estate site is partially enclosed by single storey and two storey residential properties. The south-western boundary is punctuated by several gap sites and openings which provide pedestrian and vehicular linkages with the High Street. The eastern and south-eastern boundaries are defined by allotments and open grassland. The boundary to the allotments is a mix of low quality and unattractive fencing. A hedgerow and aspect to open grassland defines the eastern boundary of the site, adjacent to Murton Lane.

#### Lyons Avenue Site

- 4.11 There is a general absence of physical boundaries around the perimeter of this site. The eastern part of the site includes a large grassed open space enclosed by fencing beyond which is a small strip of green space adjacent to Lyons Avenue. On the south-eastern corner of the site is a small area of trees and shrubs which partially screens the housing area further to the south. The site abuts a cricket pitch to the west which is surrounded by a 2 metre high close boarded wooden fence and trees.

#### Existing Primary School Site

- 4.12 The existing primary school remains in use and is enclosed on three sides by a mix of bungalows and two storey semi detached dwellings. To the rear of the school building is a large area of green space currently used as playing fields. South of the school building is a small agricultural holding. The perimeter of the school site is lined with metal fencing which segregates the school from the surrounding area.

### Landform / Views and Vistas

#### Murton Lane Development Site

- 4.13 The Murton Lane site consists of a number of fields which, together form an area of grassland. The site is used by local residents as informal open space. A network of informal paths and tracks dissect the site, the topography of which is an important and defining characteristic. To the east the land slopes away towards a small burn, the northern part of the site also falls away. There are excellent panoramic views and vistas northwards across the Houghton and Hetton area. To the north east the wind turbines at Warden Law are prominent landmark features.

#### Forest Estate Site

- 4.14 Housing was recently cleared from the Forest Estate site leaving behind a large and open grassed area. The site slopes gently northwards and there are good views towards Eppleton and Hetton Downs.

#### Lyons Avenue Site

- 4.15 The Lyons Avenue site is generally flat although it has gentle slopes to the south. The northern part of the site is dissected by 3 informal footpaths that connect Colliery Lane with Lilywhite Avenue. There are views from the northern edge of the site of the Hettons Lyons Industrial Estate and views from the east towards Hetton Downs.

#### Existing Primary School Site

- 4.16 The primary school site is flat and consists of a school building, a large area of hard standing and playing fields to the rear. There are few views or vistas out of the site due to the surrounding housing which creates a high level of enclosure.





## Natural Features

### Murton Lane Development Site

- 4.17 The site has many natural features to take account of including hedgerows around the perimeter, large open areas of grassland and a burn on the eastern boundary. The site is partially sheltered by existing development from the prevailing westerly wind. Further eastwards the site becomes more exposed due to topography and landform.

### Forest Estate Site

- 4.18 There are few trees or hedgerows on this site. The site is located on a ridge above and to the south of Murton Lane consequently it is exposed despite the buildings that flank the site's boundary on three sides.

### Lyons Avenue Site

- 4.19 The cricket ground on the western side of the Lyons Avenue site is flanked on several sides by recently planted trees and hedgerows. On the south eastern corner of the site there is an area of trees and shrubs.

### Existing Primary School Site

- 4.20 There are few natural features to note with the exception of some boundary trees and hedgerows to the north and south of the school building, with playing fields to the south. The site is well sheltered as it is surrounded on three sides by residential development.

## Access / Connections

### Murton Lane Development Site

- 4.21 Currently the development site is accessible from a small track off Murton Lane. There are a number of other potential vehicular access points such as via Neil Street and Lyons Avenue, however fencing prevents direct pedestrian or vehicular access. Within the site are a number of informal pedestrian footpaths used by local residents.

### Forest Estate Site

- 4.22 The site can currently be accessed from several points along the High Street and Murton Lane. Much of the road layout which accessed the former Forest Estate remains largely intact thereby allowing vehicular access to the area. The gap sites fronting High Street also provide several pedestrian access points.

### Lyons Avenue Site

- 4.23 Vehicular access to the Cricket Club is via Four Lane Ends although the land that falls within the allocated development site can be accessed via Colliery Lane and Lyons Avenue. The site is dissected by several informal pedestrian routes which connect Colliery Lane with Lilywhite Terrace.

### Existing Primary School Site

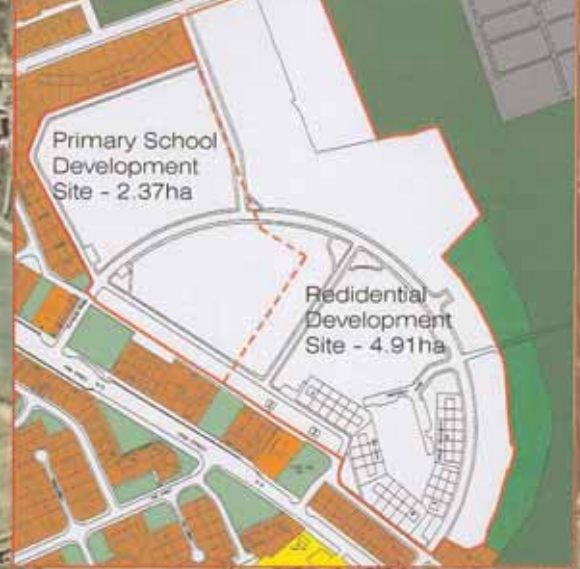
- 4.24 Vehicular and pedestrian access to the school is from High Street. The perimeter fence surrounding the site restricts connections and linkages to adjacent residential areas.

# Boundary Plan

## Lyons Avenue Site



## Forest Estate Site



## Murton Lane Site



## Primary School Site



This map is based upon Ordnance Survey National Grid data provided by the Ordnance Survey Office. Ordnance Survey copyright © Crown copyright. Ordnance Survey 2007. Ordnance Survey 2007. Ordnance Survey 2007.

# Natural Features / Landform

## Lyons Avenue Site



## Forest Estate Site



## Murton Lane Site



## Primary School Site



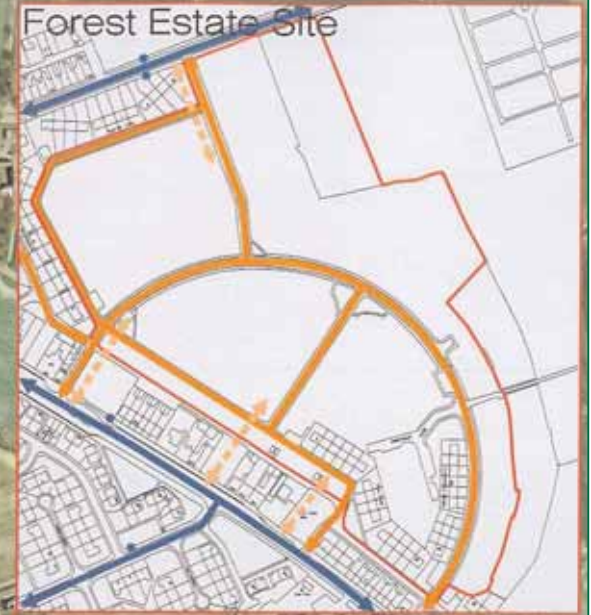
This map is based on Ordnance Survey data and is the property of the Council of the Mayor's Business Office. It is not to be used for any other purpose without the prior written consent of the Council. The Council is not responsible for any errors or omissions in this map.

# Existing Access And Movement Routes

## Lyons Avenue Site



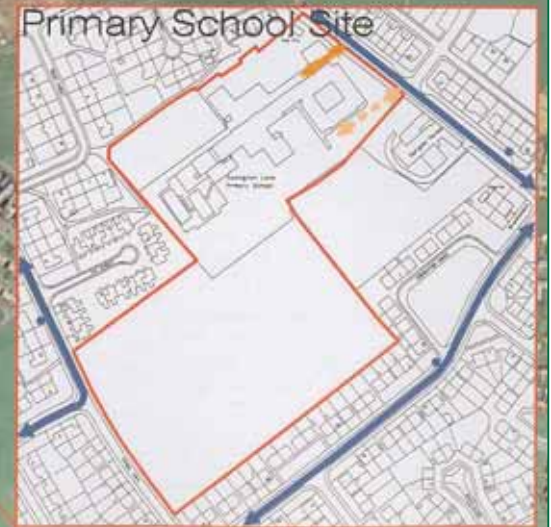
## Forest Estate Site



## Murton Lane Site



## Primary School Site





## 5.0 DESIGN FRAMEWORK

### Design Framework

5.1 In this section the Urban Design Framework that has emerged from the previous sections is set down and indicatively illustrated. A basic urban structure and defined areas of development, movement, access and landscape are indicated through flexible illustrations and plans. The Framework should be used to inform detailed development proposals for individual sites rather than strictly adhered to. However, all development proposals will be required to demonstrate how they have responded to and taken into account the Design Framework set down within this document.

5.2 The Design Framework has been based on the results of a comprehensive site analysis including:

- Site specific opportunities and constraints
- Design objectives to ensure a high quality development

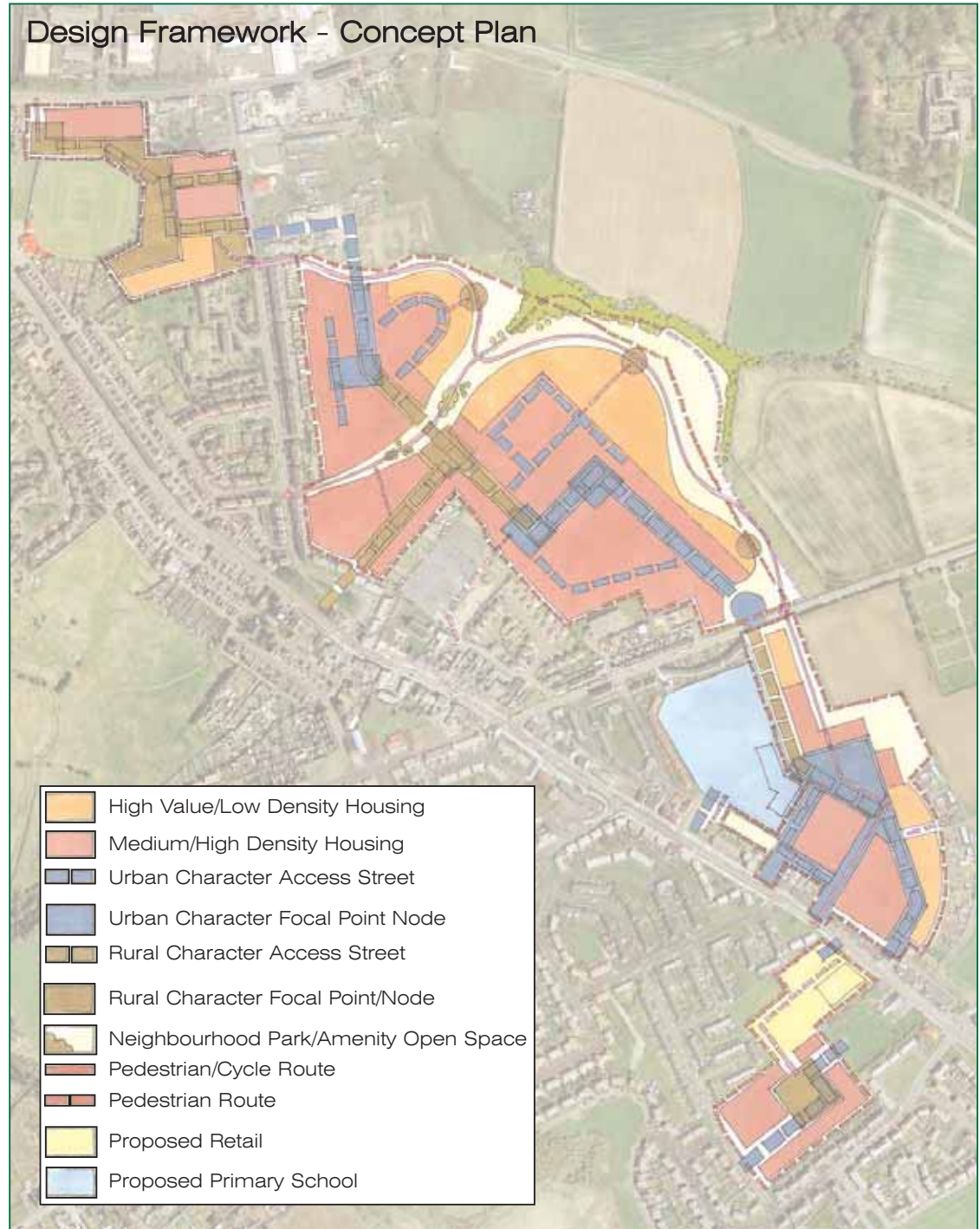
5.3 The principle objective of the Design Framework is to create a series of connected developments that incorporate:

- a well defined urban structure
- comprehensive access through, across and between the development sites
- residential development at average densities of at least 30 dwellings per hectare across the site with increasing densities in locations adjacent to public transport routes and lower densities in environmentally sensitive locations and adjacent to existing housing
- access to existing public transport routes
- linkages to green corridors including cycle routes and public rights of way
- linkages to and the refurbishment of existing open space
- the provision of new public open spaces and parkland
- priority for pedestrians and cyclists over the private car
- quality design of buildings and places creating a legible development that responds to local design influences.

### Design Framework Concept Plan

5.4 The Design Framework Concept Plan, overleaf, provides an indicative plan showing how the four development sites within the Easington Lane area could be developed. The plan shows a hierarchy of vehicular and pedestrian routes and indicates where vehicular access to development sites should be located. In addition it identifies specific areas for different land uses. It should be noted that the Concept Plan is intended to inform and provide guiding principles for all proposed development in the study area rather than create a rigid detailed masterplan. Nevertheless all proposals for development within the study area will be expected to accord with the key design principle illustrated in the concept plan including acceptable uses, provision of public spaces, access and movement, and built form.

## Design Framework - Concept Plan





## Mix of Uses

- 5.5 The Development Framework envisages a series of interconnected developments that will sustain and support Easington Lane and help provide new services and improved local facilities for existing and new residents. The proposed uses for each of the sites is outlined in more detail below.

### Murton Lane

C3 Residential: comprising a maximum of 371 dwellings at an overall average density not less than 30 dwellings per hectare. Included in the above allocation are 33 no. low density (15 dwellings per hectare) high value houses along the eastern fringe of the site adjacent to the neighbourhood park.

### Forest Estate

C3 Residential: comprising a maximum of 120 dwellings at an overall average density not less than 30 dwellings per hectare. Included in the above allocation are 11 no. low density (15 dwellings per hectare) high value houses along the eastern fringe of the site

D1 Education

### Lyons Avenue Site

C3 Residential: comprising a maximum of 62 dwellings at an overall average density not less than 30 dwellings per hectare. Included in the above allocation are 6 no. low density (15 dwellings per hectare) high value houses.

### Primary School Site

C3 Residential: comprising a maximum of 41 dwellings at a an overall average density not less than 30 dwellings per hectare.

A1 Supermarket (maximum net floor area of 1200 sq metres).

## Character

- 5.6 All development will be required to:
- Respond to and reinforce positive elements of the local townscape and landscape character
  - Establish a strong sense of place
  - Relate to and reinforce the proposed character areas as identified on the following plan
  - Take into account and respect the natural landform and topography of the site creating a distinct sense of place as well as binding successfully with surrounding areas of housing and land.

## Built Form

- 5.7 All development will be required to:

- Respond to and reinforce the built form and character of the wider area. Particular attention should be paid to the distinctive townscape and architectural qualities of the local vernacular as identified in chapter 4, above.
- Establish continuous frontages to streets and introduce variety in the street enclosure.
- Introduce a variety of housing densities and promote flexibility in relation to built form to enable the creation of safe places and routes.
- Integrate with the adjacent land uses and facilities.
- Facilitate direct access to public transport infrastructure including high levels of permeability.
- Extend and bind with the local streetscape, where appropriate.
- Demonstrate that the choice of all materials and details have been informed by a thorough understanding of the qualities of the local architecture, which make a significant and positive contribution to the distinctive character of the area.
- Establish frontage boundary treatments to proposed dwellings, these may include low walls, railings or a combination of both.

## Landscape Strategy

- 5.8 Landscape proposals for all sites:

- Must take into account best practice in terms of species and appropriate management techniques.
- Create linked green routes which connect and bind together new block structures and open spaces with external routes and streetscapes.
- Where applicable retain and enhance existing boundary features including trees and hedgerows.
- Establish green links within individual development sites

## Public Realm

5.9 All development will be required to:

- Provide safe, attractive and clearly defined public and private spaces.
- Provide high quality open green spaces providing major focal points within development sites.
- Provide high quality and easily maintained landscape proposals.

## Focal Spaces

- 5.10 A series of high quality public spaces must be provided throughout the development area at key focal points. These spaces should be flexible and capable of accommodating a range of functions including parking areas, public amenity spaces and play areas. Buildings should front onto focal spaces to provide informal surveillance. Three storey dwellings may be appropriate to provide necessary enclosure to larger urban character spaces.
- 5.11 Formal areas should be provided at key nodes along the bus route within the Murton Lane Development Site. These spaces should fulfill a number of functions including parking, play areas, public amenity space and bus stops for the route through the Murton Lane site.

## Movement Framework

- 5.12 A key factor underpinning the proposed Design Concept Plan will be to incorporate a carriageway through the Murton Lane site wide enough to provide for a bus route through the site linking Murton Lane with North Colliery Lane. However, the design of the road and streetscape should be broken up visually with the introduction of planting, avenues of trees and a series of formal squares to reduce the visual width of the street. In addition a variety of widths should be introduced between houses facing the road in order to alter the apparent width of the street.
- 5.13 The main vehicular access to the Murton Lane site will be via a roundabout from Murton Lane. A secondary vehicular access via Neil Street and High Street must be provided to serve development on the Murton Lane West Site adjacent Neil Street. However, should this not be feasible, access for the Murton Lane West site will be required via Murton Lane. A third vehicular access point via Lyons Avenue must be provided to serve the northern part of the Murton Lane site and provide an egress suitable for use by all forms of vehicular traffic including buses.

5.14 In addition to vehicular movement routes the Design Framework Concept Plan proposes the creation of pedestrian and cycle links to connect the development sites with the wider area. A new multi user route linking Murton Lane with Colliery Lane must be provided as part of the development creating an important pedestrian / cycle link connecting the southern development sites with Hettons Lyons Country Park and the Stephenson Trail.

## Road Hierarchy

- 5.15 The Concept Plan indicates a road hierarchy based on the different types of routes described below. The different types of roads are intended to give variety to streets within any proposed development.
- 5.16 The roads, other than the main vehicular / bus route, are to be 20 mph zones with appropriate traffic calming measures. The main bus carriageway is also to be designed to encourage a low speed which integrates comfortably with the more minor roads it gives access to. There should be pedestrian priority areas that allow easy transition for residents wishing to walk to the adjoining neighbourhood park.

## Movement

- 5.17 All development will be required to:
- Create a legible series of connecting links between and across development sites and beyond.
  - Links should be located to facilitate maximum pedestrian usage and relate well to both the internal layout of development sites and the location of pedestrian attractors.
  - Create direct safe routes to local facilities including public transport.
  - Make provision for new pedestrian green routes linking the main part of development sites with local services and public transport.
  - Incorporate provision for cyclists in accordance with the City Council's standards for cycling.
  - Provide access to the development sites as set out in this design framework.
  - All developers will be required to ensure proposals connect and integrate with adjacent sites and existing development within the wider area. Developers will be required to demonstrate how pedestrian and vehicular connections and linkages have been provided.
  - All developers will be required to undertake a transport assessment as part of the Masterplan process.



# EASINGTON LANE DEVELOPMENT FRAMEWORK



## Parking

5.18 All development will be required to:

- Avoid the establishment of an environment that is dominated by parked vehicles. Parking on hardstanding areas to the front of dwellings and other buildings or garages fronting the street should be avoided. Preferred options include parking to the rear of individual dwellings, within shared courtyard areas to the rear of dwellings, or within high quality landscape areas within the public realm.
- Ensure that openings within street frontages of new development to accommodate vehicular access are kept to a minimum in order to retain continuity of built form.
- Avoid integral garages fronting the street.

## Street Design Codes

5.19 The following section outlines details of a general design code which should be applied to all development proposals throughout the study area. The code is written and illustrated to ensure that design objectives are clearly set out. The code addresses the neighbourhood structure and built form, transportation issues, landscape and sustainable design.

Generally all streets should:

- Establish a robust and legible urban structure.
- Introduce variation in widths between dwellings on either side of the street.
- Minimise 'on street' visitor parking.
- Minimise access points to shared or private parking areas.
- Minimise private parking on hardstanding areas fronting the street.
- Introduce a series of high quality urban / green spaces at key nodes and focal points along the streets.

## Access Streets - Urban Character

5.20 Access streets with an urban character will accommodate a variety of functions. These functions include bus routes, carriageways for regular traffic movement, multi-user routes and pedestrian footways.

### Key dimensions

Carriageways (bus routes)	6.7 metres
Carriageways (other than bus routes)	5.5 metres
Multi-user routes	3.5 metres
Footways	2.5 metres
Distance between dwelling frontages (minimum)	17.5 metres
Distance between dwelling frontages (maximum)	20.2 metres
Depth of private curtilage to dwellings	3.5 metres
Height of dwellings fronting street	2-3 storey
Design Speeds	20 mph

Cross section 1 - Access Streets-Urban Character (minimum width)

Cross section 2 - Access Streets-Urban Character (maximum width)



## Access Streets- 'Green' Character

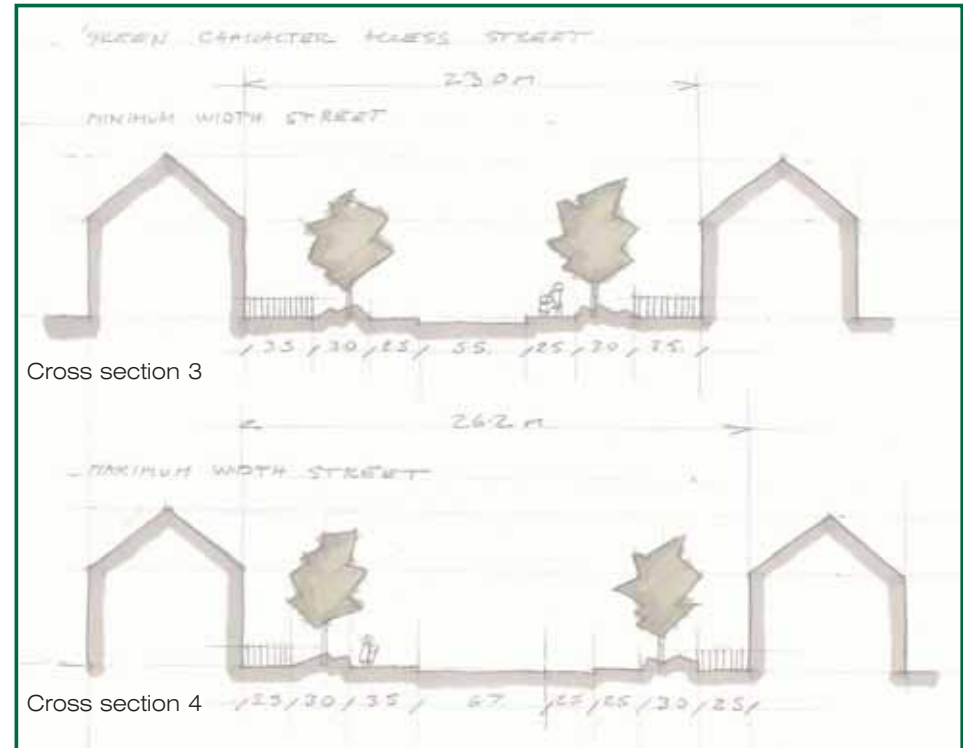
5.21 Access streets with a 'green' character will accommodate a variety of functions. These functions include bus routes, carriageways for regular traffic movement, multi-user routes and pedestrian footways.

## Key dimensions

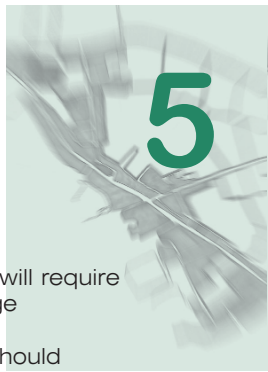
Carriageways (bus routes)	6.7 metres
Carriageways (other than bus routes)	5.5 metres
Multi-user routes	3.5 metres
Footways	2.5 metres
Landscape strip	3.0 metres
Distance between dwellings (minimum)	23.0 metres
Distance between dwellings (maximum)	26.2 metres
Depth of private curtilage to dwellings	2.5-3.5 metres
Height of dwellings fronting street	2 storey
Design Speeds	20 mph

Cross section 3 - Access Streets-'Green' Character (minimum width)

Cross section 4 - Access Streets-'Green' Character (maximum width)



# EASINGTON LANE DEVELOPMENT FRAMEWORK

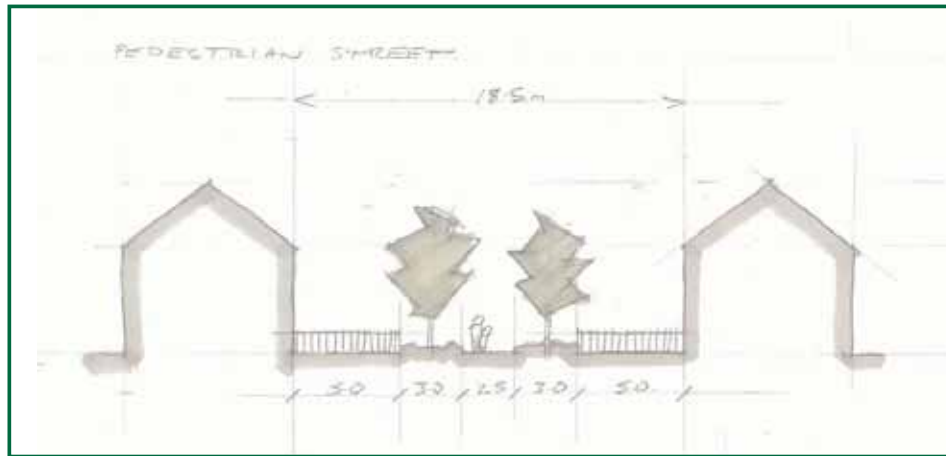


## Pedestrian Streets

5.22 Pedestrian streets provide access within individual blocks of housing. Generally, dwellings should front directly onto the route.

### Key Dimensions

Footways	2.5 metres
Landscape strip (to both sides of footway)	3.0 metres
Distance between dwellings	18.5 metres
Depth of private curtilage to dwellings	5.0 metres
Height of dwellings fronting street	2 storey



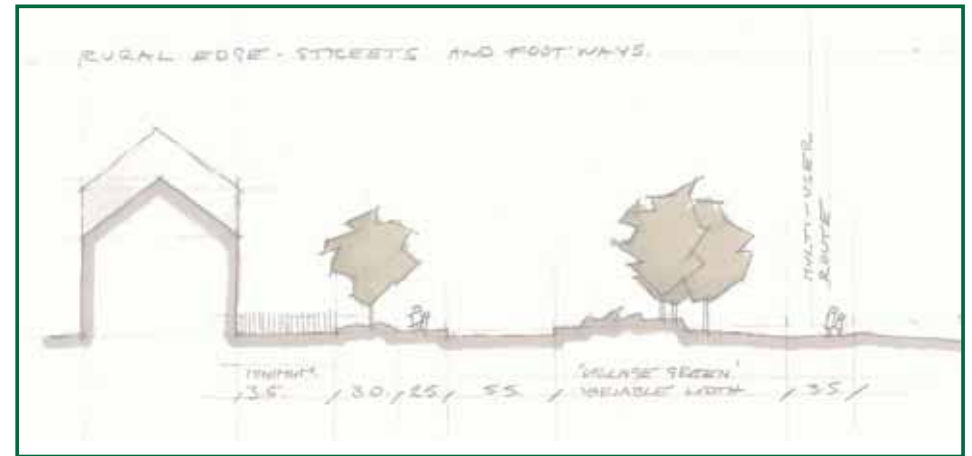
Cross section 5 - Pedestrian Streets

## Rural Edge Streets and Footways

5.23 Streets which front onto large areas of open space or open fields will require a different design approach and should attempt to 'soften' the edge between buildings and the open countryside. The layout of new developments, combined with imaginative landscape proposals should establish a series of 'village greens' at key locations along this edge.

### Key Dimensions

Carriageway Width	3.5-5.5 metres
Depth of private curtilage to dwellings (minimum)	3.5 metres
Grassed / planted strip adjacent to footway	3 metres
Footway	2.5 metres
Design Speeds	20 mph



Cross section 6 - Rural edge-Streets and Footways

## Surface Materials for all Streets

5.24 All street surface materials must be durable and easily maintained and be as follows unless otherwise agreed by the City Council:

- Bituminous surface to footways and carriageways
- PC concrete 'Conservation kerbs.
- PC concrete V70 paving to footways.
- Block paving to pedestrian crossing points at all road junctions and hard landscaping within focal points. Marshalls Tegula or similar approved.

## Sustaining the Development

5.25 Sustainability in its widest sense should be fundamental to any development proposals within the study area. Developers will be expected to demonstrate how their proposals respond to the principals set out in the document 'Building in Sustainability: A Guide to Sustainable Construction in the North East' by Durham County Council. This document has been adopted by Sunderland City Council in order to secure sustainable development and establish sustainable communities throughout the City.

5.26 The layout of all developments should exploit the potential for passive solar gain. The developer should demonstrate how best practice guidelines for passive solar gain have informed the design of the proposed development.

## EcoHomes

5.27 All developments will be expected to achieve an 'excellent' rating under the EcoHomes scheme. A full assessment should be provided by the developer during the design development process. However, in order to carry out an initial assessment of individual development sites, the developer will be expected to complete the Rating Prediction Checklist, copies of which can be found on the Building Research Establishment website ([www.bre.co.uk](http://www.bre.co.uk)) The rating prediction checklist offers a quick evaluation of the outcome of the likely EcoHomes rating.

5.28 The Development Framework allows some flexibility regarding the means by which the developer attains an 'excellent' EcoHomes rating. The standard is not intended to be onerous for the developer; some practical measures are set out below to assist their achievability:

- Reduced operational CO2 emissions.
- Increased fabric insulation.
- Air leakage standards.
- Passive ventilation with humidity control.
- Solar panels and photovoltaic cells.

- Eco Labelled White Goods.
- Condensing Boilers with low N Oxide emissions.
- Insulants with zero ozone depletion.
- Low water use fittings.
- Low energy lighting, internal and external.
- Provision of cycle storage.
- Provision of space and services for home working.

## Sustainable Urban Drainage Systems

5.29 Traditional drainage practice is designed to move rainwater as rapidly as possible from the point at which it has fallen to a discharge point, either a watercourse or soakaway. This approach has a number of adverse impacts: run-off from hard paving and roofing can increase the risk of flooding downstream, as well as causing sudden rises in water levels and flow rates in watercourses; surface water run-off can contain contaminants such as oil, organic matter and toxic metals; by diverting rainfall to piped systems, the amount of water infiltrating the ground is reduced, depleting ground water and reducing flows in watercourses in dry weather.

5.30 Sustainable Urban Drainage Systems (SUDS) can help moderate flows and filter runoff delivering significant reductions in impacts on our water resources. Sustainable drainage is a design philosophy that uses a range of techniques to manage surface water as close to its source as possible. To ensure a workable and effective scheme SUDS must be incorporated into development proposals at an early stage.

5.31 SUDS can provide cost effective techniques that are applicable to a wide range of schemes. PPG 25 (Development and Flood Risk) emphasises the role of SUDS and introduces a general presumption that they will be used. All applications for planning permission should demonstrate how SUDS will be incorporated into development proposals. Where appropriate the Council will use planning conditions to secure the implementation of SUDS.

## Other Key Sustainability Considerations

5.32 Priority should be given to the needs of pedestrians and cyclists above the needs of motor vehicles through measures including: a network of footpaths and cycle ways within the sites which connect to the surrounding area; a layout that will allow buses to travel through the site and promote the use of public transport; and, limited parking and garages to be sited unobtrusively.



### Crime Prevention and Safety

5.33 Ensuring that development is safe and relatively crime free is a key element of future cost and ensuring that the development remains successful and inhabited. Good urban design can both reduce the threat and the fear of crime.

The fundamental design principles that need to be applied to achieve this are:

- A clear distinction between public and private space, with private space being well defined and defensible.
- There must be passive surveillance of public spaces.
- Spaces where people feel vulnerable must be avoided.
- Streets and roads must be edged with building fronts not back gardens or blank fences.

5.34 Safe pedestrian routes to and from the school are essential, combined with overlooked bus stops and drop off zones.

## 6.0 SITE SPECIFIC DESIGN REQUIREMENTS

### MURTON LANE (Including Murton Lane North, South and West)

6.1 The Murton Lane site comprises three parcels of land as follows:

Murton Lane North	4.26 ha
Murton Lane South	9.30 ha
Murton Lane West	1.57 ha
Total site area	15.13 ha

### Master Planning

6.2 The City Council will require developers to prepare a combined master plan for the three Murton Lane sites to be submitted to the Council for approval. Planning applications for individual sites must be in accordance with the agreed master plan.

### Mix of Uses and Density

6.3 The residential development must:

- Provide a mix of dwelling types ranging from 1 bed apartments to high value / low density houses.
- Not exceed the total site allocation of 371 dwellings.
- Exceed an average minimum net density of 30 dwellings per hectare.
- Provide 33 no. high value / low density houses at an average density of 15 dwellings per hectare.
- Provide 338 no. dwellings, ranging from 1-bed apartments to 4 bed houses at a minimum of 30 dwellings per hectare.
- Locate the high value / low density housing to the east and north-east sector of the development sites.
- Locate the highest density housing to the west sector of the development sites and at key nodes along the proposed bus route through the site.

Other uses compatible with the predominant residential character of the development will be considered on their individual merit. Compatible uses may include appropriate community facilities, leisure facilities and small-scale retail outlets.

### Built Form

6.4 The residential development must:

- Be predominantly two storey dwellings throughout the development sites.
- Include a limited number of 3 storey dwellings on the east and north-east boundary of the site to maximise visual interest.
- Include a limited number of 3 storey dwellings at key nodes along the proposed bus route through the site, around formal squares and gate ways to the site.
- Respond to major topographic constraints.
- Take advantage of views and vistas to the east and north-east of the site.

### Access and Movement

6.5 The residential development must:

- Provide a new vehicular access point at Murton Lane in the form of a new roundabout to be constructed in accordance with the City Council's requirements.
- Provide vehicular access to the Murton Lane West site from Murton Lane via the Murton Lane South site. An alternative arrangement may include a new road link to the development site from Pemberton Bank. Any new vehicular link and junction to Pemberton Bank to be constructed in accordance with the City Council's requirements.
- Provide vehicular access to the Murton Lane North site through the recently completed residential development to the north of the development site.
- Establish a road network to facilitate the provision of a bus route through the development sites, linking Lyons Avenue with Murton Lane. The bus route must as a minimum serve the higher density, western sector of the development sites.
- Provide a comprehensive network of pedestrian footways within the development site with links to the wider area.
- Provide a high quality pedestrian / cycle route on the eastern boundary of the development site with a south-west / north-east link to Neil Street.
- Provide a two high quality south-west / north-east pedestrian routes linking High Street and Lyons Avenue with the pedestrian / cycle route on the eastern boundary of the development site.



## Public Realm

6.6 The residential development must:

- Establish a neighbourhood park to the eastern boundary of the development site.
- Develop land (over and above that required for housing) for public open space. The areas of open space should fulfil a variety of different functions including an enlarged neighbourhood park, landscaped 'green' routes and a 'village green'. This provision is in addition to play/amenity open space requirements identified in the City of Sunderland UDP Alteration no 1 (Housing).
- Establish a 'Village Green' as a focal point on the east edge of the area developed for residential use.
- Provide accessible and attractive public spaces at strategic points along the eastern boundary to take advantage of panoramic views and provide high quality amenity space.
- Provide 'urban' and 'green' public spaces at strategic nodes throughout the development site.

## FOREST ESTATE

6.7 The Forest Estate site comprises two areas of land as follows:

Site area residential development site	4.91 ha
Site area Primary School development site	2.37 ha
 Total site area	 7.28 ha

## Mix of Uses and Density

6.8 A new primary school will be located in the north western part of the Forest Estate site with residential development on the remainder.

The residential development must:

- Provide a mix of dwelling types ranging from 1 bed apartments to high value / low density houses.
- Not exceed the total site allocation of 120 dwellings.
- Exceed an average minimum net density of 30 dwellings per hectare.
- Provide 11 no. high value / low density houses at an average density of 15 dwellings per hectare.
- Provide 109 no. dwellings, ranging from 1-bed apartments to 4 bed houses at a minimum of 30 dwellings per hectare.
- Locate the high value / low density housing to the eastern and north-eastern sector of the development sites.
- Other uses, compatible with the predominant residential character of the development will be considered on their individual merit. Compatible uses may include appropriate community facilities, leisure facilities associated with the proposed primary school development and small-scale retail outlets.

## Built Form

6.9 The proposed Primary School development must:

- Establish a continuous and active frontage to proposed residential streets on the north-east and south-east boundaries of the site.
- Respond to the proposed architectural character of the adjacent residential development.

- Establish an architectural feature (e.g. clock tower) at the north east corner of the building.

6.10 The residential development must:

- Be predominantly two storey blocks of terraced dwellings. Increased storey height at corners, gateways and focal points may be permitted if this is a demonstrable benefit in terms of the urban design qualities of the proposed development.
- Establish continuous street frontages to blocks.
- Locate parking to the rear of dwellings in private courtyard areas or in high quality landscaped areas within the public realm.
- Not have integral garages or areas of hard-standing that front the street.
- Ensure that all residential blocks present a frontage to the street and the eastern boundary of the development site.
- Maximise informal surveillance of the school site and the public realm.

### Access and Movement

6.11 The proposed Primary School development must:

- Provide primary vehicular access to the site from High Street at a point adjacent to the Turnbull Buildings.
- Provide a visitor/community (pedestrian) entrance at the north-eastern corner of the school building to the proposed public space within the residential development site.
- Consider alteration of the drop off/collection point and the main school entrance (pedestrian) to the north-east corner of the school building (directly linked to the proposed public space within the residential development site) on completion of the residential development.

6.12 The residential development must:

- Establish a pattern of vehicle and pedestrian/cycle movement in accordance with the principles outlined on the Design Framework Concept Plan.

### Public Realm

6.13 The residential development must:

- Establish a new high quality public space adjacent to the north-east corner of the school building as indicated on the Design Framework Concept Plan.
- Include environmental improvements to High Street gap sites.
- Develop land over and above that required for housing as public open space. The areas of open space should fulfil a variety of different functions including a major public square at the north-east corner of the proposed primary school and a continuation of the Murton Lane neighbourhood park on the eastern boundary of the site. This provision is in addition to play/amenity open space requirements identified in the City of Sunderland UDP alteration no 1 (Housing).



## LYONS AVENUE SITE

6.14 The Lyons Avenue site has a total area of 2.79 ha which is to be developed for residential use.

### Mix of Uses and Density

6.15 The residential development must:

- Provide a mix of dwelling types ranging from 1 bed apartments to high value / low density houses.
- Not exceed the total site allocation of 68 dwellings.
- Exceed a minimum net density of 30 dwellings per hectare.
- Provide 6 no. high value / low density houses at an average density of 15 dwellings per hectare.
- Provide 62 no. dwellings, ranging from 1-bed apartments to 4 bed houses at a minimum of 30 dwellings per hectare

### Built Form

6.16 The development must:

- Be predominantly two storey blocks of terraced dwellings. Increased storey height at corners, gateways, focal points and blocks overlooking the cricket ground may be permitted if there is a demonstrable benefit in terms of the urban design qualities of the proposed development.
- Be two storey, terraced blocks fronting Colliery Lane and Lyons Avenue.
- Ensure that residential blocks present a frontage to Colliery Lane, Lyons Avenue and the cricket ground.

### Access and Movement

6.17 The development must:

- Provide a new access road constructed in accordance with City Council's requirements.
- Establish a pedestrian/cycle route linking Lyons Avenue and Colliery Lane.

- Establish a pedestrian/cycle route linking Lilywhite Terrace and Lyons Avenue.

### Public Realm

6.18 The residential development must:

- Establish a high quality 'green' pedestrian/cycle route linking Lyons Avenue and Colliery Lane.
- Establish a high quality 'green' pedestrian/cycle route linking Lilywhite Terrace and Lyons Avenue.
- Develop land (over and above that required for housing) for public open space.



**EXISTING PRIMARY SCHOOL SITE**

6.19 The existing primary school site comprises:

Retail	1.28 ha
Housing	1.67 ha
<b>Total site area</b>	<b>2.95 ha</b>

6.20 Although this site is not allocated in the UDP for residential use, at the time of writing it is known the school will relocate to a new development on the Forest Estate site. The site is, therefore, considered to be a windfall site and is identified in the Council's Interim Strategy for Housing Land as a strategic/regeneration site.

**Mix of Uses and Density**

6.21 The existing primary school site, when vacated, may be redeveloped for a new (small-scale) supermarket and associated car parking with residential development on the remainder. The Gargles House site is not included within this Development Framework guidance.

The residential development must:

- Provide a mix of dwelling types ranging from 1 bed apartments to 4 bed houses.
- Not exceed the total site allocation of 41 dwellings.
- Exceed a minimum net density of 30 dwellings per hectare.

The retail development must:

- Provide a new supermarket with a maximum net floor area of 1200 sq/metres and associated parking. Other uses, compatible with the predominant residential character of the development will be considered on their individual merit.

**Built Form**

6.22 The residential development must:

- Be predominantly two storey blocks of terraced dwellings. Increased storey height at corners, gateways and focal points may be permitted if there is a demonstrable benefit in terms of the urban design qualities of the proposed development.

6.23 The retail development must:

- Provide a high quality development that fronts High Street and enhances the street scene.
- Respond to the established character, scale and form of buildings that front the High Street.
- Present an active frontage to High Street, including the main entrance to the retail building.
- Establish a high quality boundary enclosure.

**Access and Movement**

6.24 The residential and retail development must:

- Establish a pedestrian route linking High Street with School View.
- Ensure the retail development car parking and service yard is concealed to the rear of the building as viewed from High Street and surrounding housing.
- Provide the vehicular access to the retail and residential development sites from the High Street. The requisite new road junction is to be constructed in accordance with the City Council's requirements.

**Public Realm**

6.25 The residential and retail development must:

- Establish a high quality 'green' pedestrian/cycle route linking High Street with School View.
- Create an attractive car parking area for the retail development including high quality landscaping proposals.
- Develop land (over and above that required for housing) as public open space.



## 7.0 IMPLEMENTATION

7.1 This Development Framework provides guidance for new development in Easington Lane in addition to that in the adopted Unitary Development Plan. Once adopted by Sunderland City Council as Supplementary Planning Guidance, the Framework will have formal status as a material consideration for planning applications within the relevant area. It is intended to provide clarity on the way in which development should take place and will be a useful tool for prospective developers, the community and planning authority. Thus the implementation of the relevant developments in Easington Lane will be controlled through this Supplementary Guidance.

### Planning Conditions

7.2 Detailed planning conditions will be attached to any outline consent to ensure that the application site is developed in accordance with the principles and details of this Development Framework.

7.3 Other planning requirements will be regulated through the proper use of planning conditions on schemes granted full planning permission. In order for the development of the application site(s) to proceed, it will be necessary for the prospective developer to satisfy the requirements of any such conditions.

7.4 The developers will be responsible for providing all major infrastructure on the site. In addition to this a legal agreement (section 106 agreement) between the developer and the Council will be used for the provision of one or more of the following:

- Public transport Infrastructure and improvements to services
- Leisure and recreation facilities
- Public squares and public open space
- Hard and soft landscaping
- Community facilities

# EASINGTON LANE DEVELOPMENT FRAMEWORK

## APPENDIX A - DRAFT URBAN DESIGN POLICIES

### POLICY UD.1 URBAN DESIGN

1. The City Council will seek to secure the highest possible quality of built environment. To achieve high standards of urban design, new development will be required to:
  - (a) reinforce and enhance the established urban character.
  - (b) ensure the arrangements of buildings define the enclosure of the street, consideration should be given to the ratio between street widths and building heights and the creation of a network of public spaces.
  - (c) establish street frontages which are continuous and create an appropriate sense of enclosure.
  - (d) contribute to a safe and secure environment by providing informal surveillance for paths, streets and public spaces.
  - (e) integrate with the existing street pattern as appropriate and provide choice and convenience of movement for pedestrians and cyclists.
  - (f) ensure that parking provision is considered as an integral element of the design and the public realm is not dominated by parked vehicles.
  - (g) ensure a clear physical distinction between private and public space and, where appropriate, define some private space (e.g. forecourts / front gardens) by low walls, fences or railings.
  - (h) take account of the criteria in policy UD.5 Building Design and Materials.
2. In new residential developments, the following principles should also be followed:
  - (a) the design criteria set out in Supplementary Planning Guidance No 3 - Residential Design.
  - (b) landscaping and streetscape design must be of a high quality and be considered as an integral part of the development.

### CONTEXT AND JUSTIFICATION

The City Council expects all significant developments to demonstrate a thorough understanding of the principals of good urban design in order to establish a high quality, safe, stimulating, attractive and accessible environment for residents and visitors to the City.

### POLICY UD.2 REINFORCING LOCAL CHARACTER AND IDENTITY

1. New developments should be designed with regard to the local context. Proposals which would be detrimental to the character and appearance of an area or would have a negative impact on the appearance of historic buildings, views or landmarks, will not be permitted. In determining planning applications account will be taken of the following:
  - (a) the townscape characteristics and features of the site and the surrounding area in terms of the established streetscape, built form, building lines, scale and massing, elevations, detailing and materials etc.
  - (b) existing landscape character of the site and the surrounding area such as topography, views and vistas, landscape features, water features, significant trees, woodland and vegetation etc.
  - (c) retention and enhancement of existing urban spaces, buildings, land marks and structures which contribute to the character of the area.
  - (d) the character and qualities of the existing building where ancillary buildings and extensions are proposed.
2. Within areas of distinctive and attractive character, planning permission will only be granted where development will reinforce the established pattern of the built form, spaces and movement routes. Developments within areas of limited townscape or landscape quality should recognise and reinforce the best qualities of the City's distinctive character.

### CONTEXT AND JUSTIFICATION

The City Council will seek to reinforce and enhance the City's positive townscape and landscape qualities, build on its areas of strength and respect the identity of the City's distinctive character areas.

When considering local character and context applicants should have regard to the City of Sunderland Character Study. This document defines character areas within the City and identifies important townscape and landscape features, which should be taken into account when formulating development proposals.

# EASINGTON LANE DEVELOPMENT FRAMEWORK



## POLICY UD.3 STREETS AND MOVEMENT

1. The design and layout of new streets, footpaths and cycleways in all new developments will:
  - (a) establish a high quality, accessible, stimulating and convenient network of routes which are well connected to existing routes and destinations.
  - (b) provide maximum choice in how people move in and around the site.
  - (c) establish streets which reinforce the positive townscape qualities of the site and the surrounding area which will create a good sense of enclosure.
  - (d) establish a permeable movement network with frequent points of access into and through the development.
  - (e) introduce focal points, nodes, gateways, landmarks and other features to help establish a legible network of routes, which are easy to understand.
  - (f) endeavour to avoid the street being dominated by parked vehicles.
  - (g) provide a safe, secure and attractive environment for pedestrians, cyclists as well as vehicle users.
  - (h) where appropriate, accommodate the introduction of public transport facilities.
  - (i) ensure that traffic-calming measures are integrated with the overall design of street.
  - (j) avoid cul-de-sac arrangements unless they are part of a well connected network of streets.

## CONTEXT AND JUSTIFICATION

New routes should lead where people want to go, they should link with other routes in the area and be as short and convenient as possible. Short, linked streets make development more accessible, encourage walking and cycling and make it easier to find one's way around. Connected places are more readily integrated into the wider structure of the City, helping to reduce any sense of isolation.

## POLICY UD.4 DESIGN STATEMENT

1. A Design Statement, setting out the design principles of a proposed development will be required for all significant forms of development. This requirement will include applications for outline or full planning permission and some types of pre application enquiry. The level of detail required will depend on the scale, context and impact of the proposed development.
2. A Design Statement should include the following sections:
  - (a) Project Brief will set out the aims and aspirations of the project and demonstrate how key principles of good design will be applied.
  - (b) Policy Review will identify relevant planning policies and design guidance.
  - (c) Site Appraisal will identify key characteristics of the site and its context.
  - (d) Design Concept will include a written statement and illustrations to demonstrate how the design brief, policy review and site appraisal have informed the principal design concepts of the proposed development.
3. A Design Statement will be required to support all significant forms of development as follows:
  - (a) residential (10 dwellings and above), retail, commercial and industrial developments.
  - (b) developments located in the City Centre.
  - (c) developments located in or adjacent to a Conservation Area, or affecting the setting of a listed building(s).
  - (d) developments located on major road corridors, key focal points and gateways.
  - (e) developments on or adjacent to sites of ecological or landscape importance.
  - (f) developments on greenfield sites, and
  - (g) redevelopment of or within grounds of institutions, including former hospitals and school sites etc.

## CONTEXT AND JUSTIFICATION

The City Council and Central Government is committed to achieving the highest possible standard of design in all new developments. A Design Statement should explain and illustrate how principles of good building design and good urban design have informed a proposed design solution. The document should illustrate the key design concepts of the project and demonstrate how it has been informed by a thorough appraisal of the site and its context as well as relevant planning policies and design guidance. A guidance note on the preparation of a Design Statement is available from the City Council.

# EASINGTON LANE DEVELOPMENT FRAMEWORK

## POLICY UD.5 BUILDING DESIGN AND MATERIALS

- 1 A high quality of building design will be expected in all new development. Particular attention will be paid to the scale, form, proportions, sustainability, detailing and architectural expression of new development and how it will make a positive contribution to the character and appearance of the site and the wider area. Aspects of good building design include the following:
  - (a) appearance: the building should be excellent in itself and appropriate to its surroundings, attracting a favourable response from users and the wider public.
  - (b) context: the building should make a positive response to the site and its context. It should accommodate natural patterns of movement and stimulate activity in and around the site.
  - (c) sustainability: the building should be easy to construct, use materials from sustainable sources and adopt a low energy strategy.
  - (d) operation: the building should be comfortable, flexible, accessible, easy to move around and easy to maintain.
- 2 Planning permission will not be granted for poor quality or inappropriate design solutions.
- 3 New building developments should:
  - (a) be specifically designed for the site. Standard 'off-the-peg' solutions or 'pastiche' versions of historical styles, which are alien to the City will be resisted. In exceptional circumstances, for example in areas of high heritage value, the accurate replication of appropriate historic styles may be appropriate.
  - (b) aim to produce high quality architecture which will raise the profile and image of the City.
  - (c) endeavour to provide high quality public and private spaces.
  - (d) where appropriate, make a positive contribution to the existing urban grain and streetscape.
- 4 T The choice of building materials should:
  - (a) be informed by a thorough understanding of the site and its context as well as aesthetic, maintenance, durability and sustainability issues.
  - (b) complement the townscape or landscape quality of the site and the surrounding area.

## CONTEXT AND JUSTIFICATION

In addition to being functional, sustainable and able to meet the demands of current and future occupants, new buildings should make a positive and stimulating contribution to the quality and appeal of the City. The design of new buildings also has a significant impact on the quality of life for all their users. Consequently, the City Council will seek to ensure the key principle of good building design are applied to all new developments.

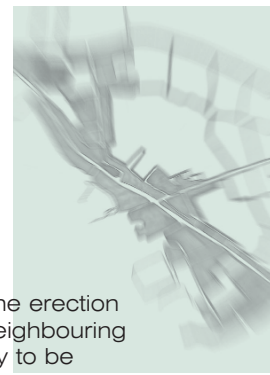
## POLICY UD.6 PUBLIC REALM

1. The City Council seeks the highest possible quality of public realm. Public realm proposals should demonstrate an understanding of key principle of good urban design by:
  - (a) improving the provision, layout and comfort of spaces for pedestrian use, whilst retaining good accessibility for public transport and other essential vehicles.
  - (b) designing with boldness, simplicity of style and elegance.
  - (c) using a selective palette of materials to provide a unifying theme and a distinctive sense of identity to the locality.
  - (d) specifying materials that reflect the importance of the location. All materials should be durable and robust, requiring minimum maintenance and be capable of maintaining their appearance over time.
  - (e) considering the incorporation of public art as an integral element of the design.
  - (f) ensuring accessibility for prams, wheelchair users and people with disabilities or mobility problems.
2. The design and location of street furniture should be carefully considered as an integral part of the design of the public realm and should be positioned so that it does not obstruct pedestrian desire lines, or pose a hazard to the visually impaired.
3. In promoting comfortable, safe and lively streets and public spaces, encouragement will be given to mixed uses and active ground floor frontages at appropriate locations. Design should take account of crime and security issues and seek to provide informal surveillance, visibility and appropriate levels of lighting.

## CONTEXT AND JUSTIFICATION

The public realm is publicly accessible external space, including streets, squares and parks. It provides the setting for civic buildings, industry, business, commerce, and residential neighbourhoods. The City Council is committed to the establishment of high quality outdoor spaces where people can meet and contribute to the vitality of the City.

# EASINGTON LANE DEVELOPMENT FRAMEWORK



## POLICY UD.7 PUBLIC ART

1. Major developments will be expected to incorporate innovative public art interventions. The City Council recognises that public art can make a positive contribution to the quality of the environment and encouragement will be given to the integration of good quality art or craft works in the design of the public realm, new development or refurbishment proposals.
2. Developers should consider the opportunities for art at the outset of the design process and are encouraged to engage artists to work with the design team. Consideration should be given to the following:
  - (a) artwork should be accessible to as wide a range of people as is practical.
  - (b) freestanding artwork should not obstruct pedestrian movement or cause a hazard to the visually impaired..
  - (c) materials should be durable and robust, requiring minimum maintenance and be capable of maintaining their appearance over time.
  - (d) the design and choice of materials should take account of public safety.
  - (e) the design should minimise the opportunities for vandalism, fly posting and graffiti.

## CONTEXT AND JUSTIFICATION

Public art can contribute to the creation of a sense of place, stimulating the imagination and inviting public reaction and interaction. In the public realm it is an expression of civic pride as well as social, cultural and economic confidence. It adds visual richness to buildings and public spaces, contributing to an enhanced City image and so helping attract inward investment.

Works of public art can include features on buildings, specially designed walls, railings, fencing etc and not just statues or sculptures. An improvement in the architectural quality of the building or its environment would also represent an artistic gain.

## POLICY UD.8 LIGHTING

1. Lighting Columns - Planning Permission will only be granted for the erection of lighting columns providing there will be no adverse affect on neighbouring properties because of spillage of light. Proposals are also unlikely to be acceptable if they are judged to cause distraction to road users because of dazzle or glare, or are located on the public footpath.
2. Architectural Lighting - To ensure high quality illumination of buildings and structures, all lighting proposals require written approval and should meet the following criteria:
  - (a) fittings, control gear and cables should be concealed from view as much as possible, be visually related to architectural features of the building such as bases of pilasters, or located on ledges. Projection from the face of the building should be kept to a minimum.
  - (b) all visible fittings should be as small as is practical, be of a neat, regular shape and may be required to be painted in an agreed colour to reduce their visual impact.
  - (c) the light source should be carefully chosen to enhance the appearance of the building. On many buildings, particularly where Listed or located in Conservation Areas, it will be most appropriate to use a single type of light source to complement and enhance the natural colour. On modern buildings there are fewer constraints and the use of colour, fibre optics and neon may be appropriate. In some instances the lighting scheme may incorporate, or itself constitute a piece of public art.
  - (d) the lighting design should ensure that there is no light spillage or glare which would cause a hazard to road traffic or a nuisance to neighbours.
  - (e) resistance to vandalism in terms of design, location of fittings and any protective measures must be fully considered and be compatible with good aesthetics.
  - (f) the design of the lighting scheme should take account of maintenance requirements in terms of access to fittings.
  - (g) lighting designers are encouraged to discuss their preliminary design proposals with the Planning Authority and should be aware that a site demonstration may be required before approval is given.
3. Light Pollution - Conditions will always be attached to planning permissions to limit light spillage and to ensure that there will be no adverse affect on adjoining properties.

# EASINGTON LANE DEVELOPMENT FRAMEWORK

## CONTEXT AND JUSTIFICATION

The night-time illumination of buildings, structures, and landscape features is becoming an increasingly common feature of urban life. Lighting has an important role to play in defining the character of streets, spaces and buildings. There is an opportunity to illuminate many of the buildings in the City Centre to provide interest and vitality to the night time scene and contribute to an enhanced city image. Whilst promoting high quality architectural illumination of buildings and structures, the City Council also has a duty to ensure the equipment used is as unobtrusive as possible and does not detract from the day-time appearance of buildings, particularly where buildings are Listed or are located in a Conservation Area.

## POLICY UD.11 MIX OF USES

1. Mixed-use development will be encouraged within the City Centre, Town Centres and Local Centres. The appropriate mix of uses will vary depending upon:
  - (a) the location of development.
  - (b) the character and function of the surrounding area.
  - (c) the scale and nature of the development.
  - (d) the physical constraints of the site.
2. Major new housing development proposals should include a variety of other uses; shopping, leisure, community facilities and work opportunities, commensurate with the scale of the overall development and within easy walking distance (i.e. 400m) of the majority of the proposed housing. Such new facilities should meet local needs and be located in either district or local centres, along main movement routes or at prominent gateways.

## CONTEXT AND JUSTIFICATION

Mixed-use developments can assist in achieving high densities and provide more sustainable patterns of development that support a variety of different groups of people. Mixed-use development may be appropriate in the City Centre, within district or neighbourhood centres, within groups of streets, on a particular site or within an individual building. Mixed-use development can contribute towards good urban design and sustainable development by:

- making urban areas more attractive places to live by providing increased activity and use during the day, in the evenings, and by introducing new residents and visitors.
- improving the vitality and viability of commercial centres.

- reducing the need to travel, by providing for a range of requirements in close proximity.
- providing a feeling of safety through informal surveillance resulting from greater and more prolonged activity.
- creating a variety of different building and spaces which can contribute to visual interest and preserve and enhance historic or cultural heritage.
- improving the quality of residential neighbourhoods by introducing a focus of activity.
- introducing new uses into redundant buildings.





# EASINGTON LANE DEVELOPMENT FRAMEWORK



## APPENDIX B -DESIGN GUIDANCE AND POLICY DOCUMENTS

Relevant design guidance and policy documents include:

For all forms of development -

City of Sunderland Unitary Development Plan (1998)

Building in Sustainability-A guide to Sustainable Construction and Development in the North East (Sustaine).

Planning Policy Guidance Note 1, General Policy and Principals (DoE).

Planning Policy Statement 1 - Creating Sustainable Communities, Consultation Paper (2004)

Better Civic Buildings and Spaces (CABE).

Design Review (CABE).

Better Public Buildings (DCMS).

By Design-Urban Design in the Planning System (DTLR).

Places, Streets and Movement - Companion to Design Bulletin 32 (DETR).

Urban Design Compendium (English Partnerships / Housing Corporation).

Building in Context (CABE / English Heritage).

Celebrating Innovation (CABE / Rethinking Construction).

The Value of Urban Design (CABE / Thomas Telford).

What makes a good Building (Royal Fine Art Commission).

For residential developments -

Planning Policy Guidance Note 3 (DoE).

Draft Residential Design Guide SPG 3 (City of Sunderland).

By Design: Better Places to Live, A Companion Guide to PPG3 (DTLR).

Unitary Development Plan Alteration No. 1 - Housing (2002)