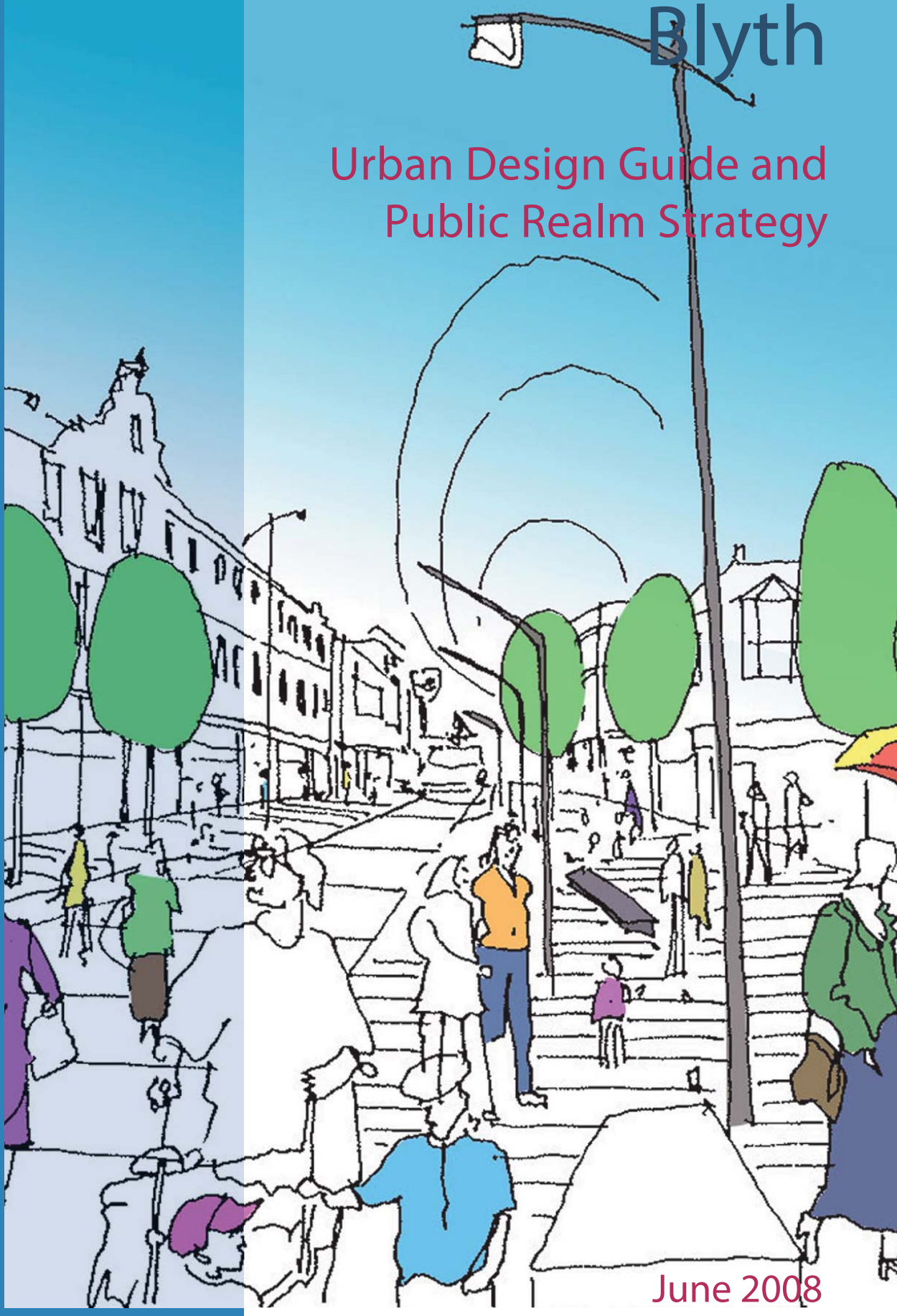
Blyth

Urban Design Guide and Public Realm Strategy



June 2008

BlythValley
Borough Council




THE QUAY
MERRY
CHRISTMAS

Page Number

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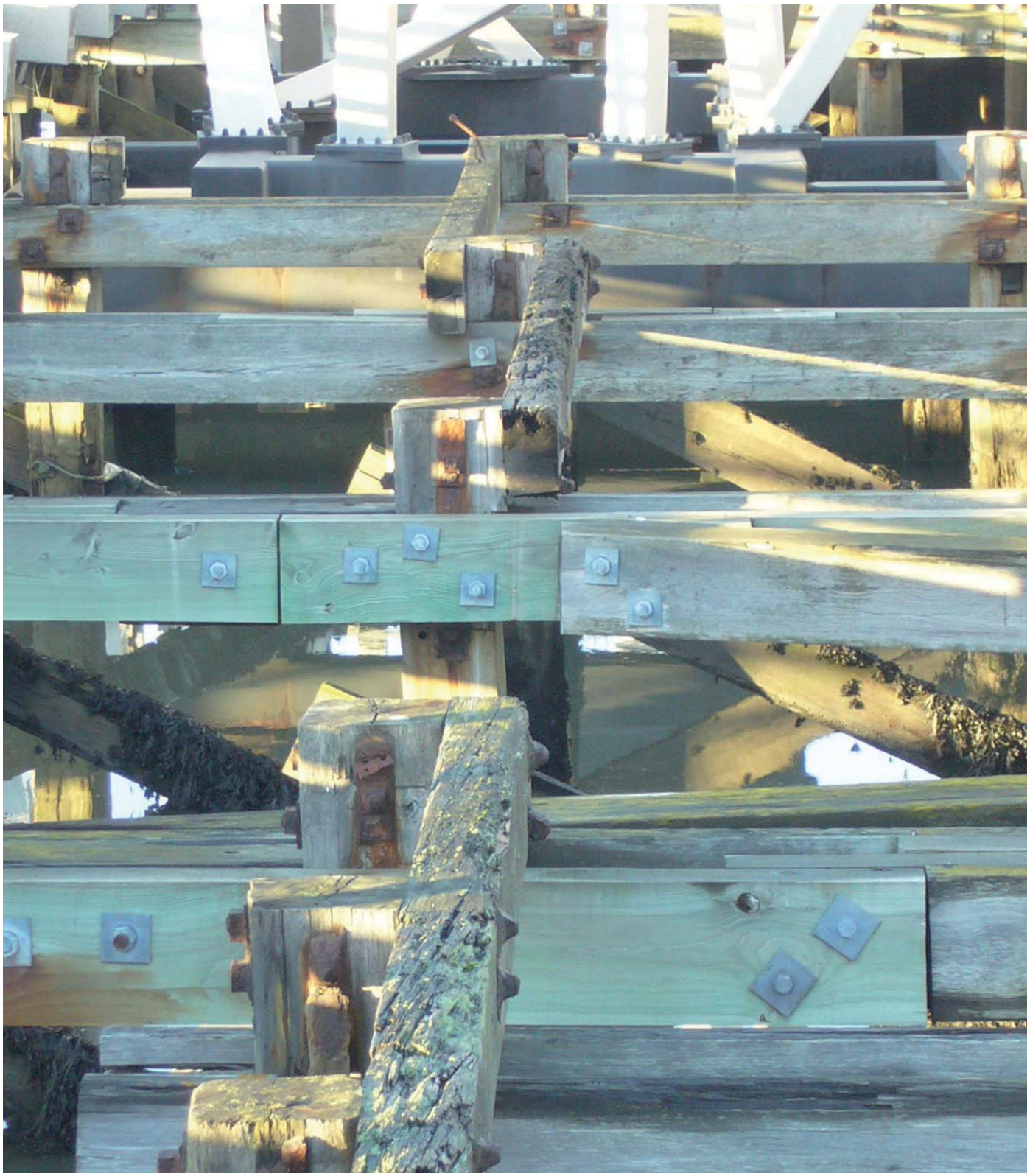
SECTION 1
URBAN DESIGN GUIDE



CHAPTER 1 PREFACE





1.0.0 PREFACE

1.0.1Blyth Valley Borough Council is committed to delivering high quality development that respects the special character of the Blyth Town Centre area, and which is environmentally sustainable and is sensitive to the needs of the people. Ongoing development and regeneration of brownfield sites in and around the Town Centre makes it wholly appropriate to pursue quality in new development. This document aims to achieve the highest aspiration for Blyth Town Centre and its immediate context.



CHAPTER 2 STUDY COMMISSION



Figure 2.0 Aerial view of Blyth Town Centre with boundary highlighted in red.

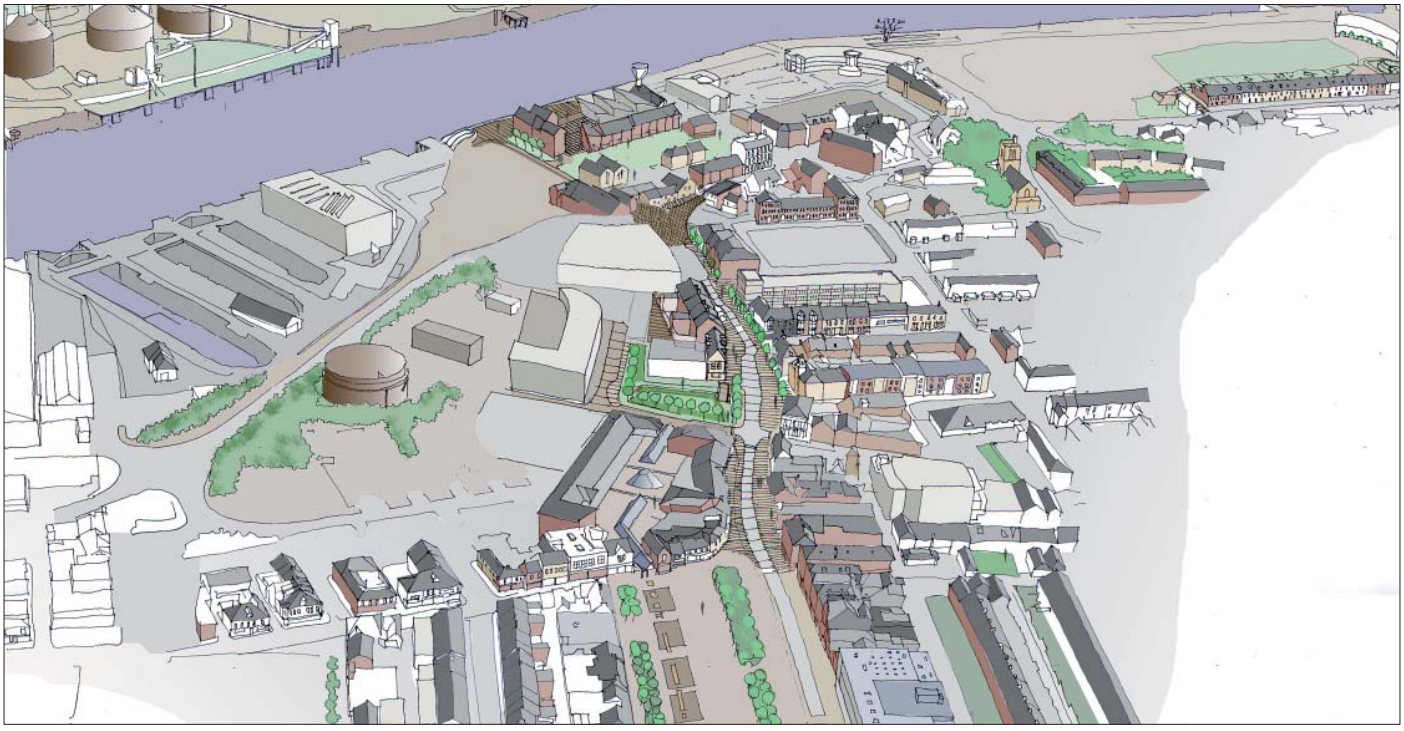


Figure 2.1Aerial illustration of Blyth.

2.0.0 INTRODUCTION

2.0.1 It is intended that this Urban Design Guide and Public Realm Strategy will form part of the Local Development Framework (LDF) and be adopted as a Supplementary Planning Document (SPD). The SPD will be a material consideration in the determination of a planning application. Refer to Figure 2.0 and Appendix 1 for the Town Centre boundary.

2.0.2 In order for the Urban Design Guide and Public Realm Strategy to be adopted as an SPD, it must supplement a policy within the LDF. In the case of this document, it will supplement Policy SS1 of the Blyth Valley Borough Council's Core Strategy.

2.0.3 The Core Strategy Policy SS1, "Regeneration and Renaissance of Blyth Valley 2012: Integrated Regeneration and Spatial Strategy", sets out the guiding principles that apply to sites within Blyth Town Centre. The redevelopment of key sites within Blyth Town Centre will accelerate the driver for change and there will be a priority to regenerate the historical and social fabric of the town.

2.1.0 The Role of Urban Design

2.1.1 Reconfiguring the built form and social life of towns and cities is not straightforward. Many previous attempts at redesigning all town or city districts and quarters have failed because of inadequate understanding of the relationships between human activity, built form and the image of place. A lot of rational planning and modernist architecture around the middle part of the last Century tended to destroy the complex focus of life and activity in many centres. Physical and social links to the past were broken.

2.1.2 Urban design is an important remedy for these place based challenges because it seeks to understand, guide and shape the form of the townscape from the strategic to the street level, it is not focussed on architecture per-se (Figure 2.1). It is an approach to integrating elements and disciplines to achieve a high quality urban design and public realm. It now influences the management, development and the promotion of many of our urban centres. This is because :

1. At national level it can be part of a re-branding of a place – re-establishing a sense of confidence and quality.

2. At regional level it can support a range of business, leisure, retail and tourism initiatives, enhancing economic competitiveness.

3. At local level it can stimulate new investment by retailers, hotels, restaurants, developers, house builders etc.

4. Over the longer term, it acts as a basis for sustained investment and development, reinforcing spatial priorities and providing qualitative standards and guidance.

5. It provides a basis for establishing a strong sense of place.

2.1.3 Given that urban design has become such a widely used tool in townscape re-branding and restructuring, it is only appropriate that Blyth seeks to emulate Best Practice.

2.1.4 Key objectives are:

1. A belief in the importance of design in a sense of place, from both the Public Authorities and the wider business and residential community.

2. Mechanisms and policies for promoting good design, including strategies, competitions, exhibition centres, masterplans, public consultation and guidance documents.

3. Achieving best practice in sustainable design construction techniques (e.g. using BREEAM and CEEQUAL Standards) including the encouragement of appropriate renewable energy technologies.

4. Leading edge projects, both in area based built form, iconographic buildings and high quality people spaces.

5. Places which attract a broad cross section of people for different reasons.

6. Progressive thinking on blending innovative design which safeguards the historic and cultural heritage.

7. A recognition of the importance of green spaces, the natural environment and the enhancement of local biodiversity in relation to landscaping and the public realm. General protection and enhancement of biodiversity should also be considered in relation to designated sites and protected species which may be affected in demolition, renovation or extension of existing properties.

8. An area or neighbourhood based approach geared to building up the component parts of the townscape in an integrated manner.

9 The linking up of key-note projects and improvement across the townscape.

10. Progressive thinking on the shifting relationship between vehicle transport and pedestrian realm.

11. Gradually rising aspirations of the community and client sectors.

12. Visible and tangible change, accompanied by marketing and promotion of the place.

2.1.5 These effectively become the criteria by which Blyth Town Centre must gauge itself. It is hoped that, through the projects and actions arising from this Urban Design Guide and Public Realm Strategy, it can be demonstrated that progress is being made across most of these fronts. Blyth Town Centre and the wider community will be more sustainable and above all, establish a strong sense of place by attractive safe and legible streets, creative design of green spaces and landscaping around new development and high quality buildings. This will hopefully provide a town where people want to live, work, play and visit.

2.2.0 The Commission

2.2.1The Urban Design Guide and Public Realm Strategy for the Blyth Town Centre was commissioned by the SENNTRi Partnership which includes, Blyth Valley Borough Council, One NorthEast and English Partnerships in 2007. The intention of the Strategy is to provide a framework and design guidance for future development within Blyth Town Centre and the immediate surrounding area.

2.2.2 This document is structured in two parts; the first part deals with the urban design guide and approach to all new development within the study area, and the second section deals with the public realm strategy for the study area.

2.2.3 The main requirement of the document is to provide urban design and public realm guidance

that :

1. Improves the perception, image and visual quality of this Town Centre, appropriate for a small to medium sized town in the first half of the twenty-first century.

2. Unifies development proposals to increase the physical coherence of the Town Centre.

3. Achieves high standards of sustainable design (e.g. materials, natural resources, energy provision, landscaping and green spaces) and the integration of biodiversity into good design.

4. Achieves a high quality urban environment in tune with its surrounding natural environment.

2.2.4 There are additional important dimensions of the Urban Design Guide and Public Realm Strategy that have influenced its preparation. These include:

1. Creating a shared vision between the Council, potential development partners and wider community stakeholders.

2. Setting urban quality thresholds.

3. Providing a framework for longer term investment.

4. Generating market interest.

2.2.5 Figure 2.0 indicates the extent of the Urban Design Guide and Public Realm Strategy within the Blyth Town Centre area.

2.3.0 The Approach

2.3.1 The Urban Design Guide and Public Realm Strategy, although structured in two sections has been developed together into one coherent strategy.

2.3.2 The Public Realm Strategy will be described in further detail in part two of this document.

2.3.3 The Urban Design Guide has been developed over a three stage process. This methodology is illustrated on the following diagram :

2.3.4 In summary, the three key stages of the project are:

Stage 1 : Audit, analysis, issues and options

1. Review of the historical development of Blyth Town Centre.

2. Identify the key issues which currently project a negative vision of present day Blyth.

3. Urban design analysis of the character of the Town Centre and Blyth's unique distinctiveness.

Stage 2 : Strategy, framework and guidelines

1. Developing the vision.

2. Defining the strategy and key structural principles.

3. Developing the Town Centre wide framework and general guidelines.

4. Specific guidelines for character areas.

5. Provide specific guidance on shop front design.

Stage 3 : Public consultation and final report

1. Consultations with council officers, key interest groups and the wider community.

2. Refining the final strategy.

3. The resulting final report will become Supplementary Planning Guidance for the Blyth Town Centre study area.

2.3.5 An Action Plan has been developed as a separate report providing mechanisms, approaches and timescales to implementation.

2.3.6 In detail, the Urban Design Guide and Public Realm Strategy aims to :

1. Set out urban design principles for the Town Centre to inform site development briefs, public realm improvement schemes and develop initiatives, having regard to existing proposed development strategies and initiatives.

2. Develop the "character area" concept within the Town Centre that defines a series of four character areas within the study area boundary. The distinct character of each of the zones is to be articulated and enhanced and their connectivity and inter-relationship with the Town Centre reinforced.

3. Establish specific landscape, public realm and architectural guidelines that build on the existing distinctive characteristics of Blyth and having regard to the issues posed by the variable quality of post-war development.

2.3.7 This document is aimed at developers and their professional advisers, Councillors, council officers, and all those involved in development of the Town Centre, together with Blyth residents and other interested parties.

CHAPTER 3 A HISTORY OF BLYTH

3.0.0 A HISTORY OF BLYTH

3.1.0 Historic Blyth

3.1.1 The earliest record of coal mining in the town is in Cowpen in 1315, when the pit belonged to the Convent in Tynemouth. In 1690, the Blyth Coal Company was formed, bringing with it the famous Plessey Waggonway.

3.1.2 By the eighteenth century, the Ridley family dominated the coal trade, owning all the Plessey Collieries and Blyth's only shipping Quay.

3.1.3 Ship-building in the town can be traced back to the mid eighteenth century. The Blyth Shipyard, (around where the Euroseas Dry Docks now stand), specialised in transport, particularly colliers, diversifying in the early nineteenth century to turn out convict ships. During the First World War, Blyth built the first ever aircraft carrier, the "Ark Royal".

Figures 3.0 to 3.8 show the development of Blyth over time.

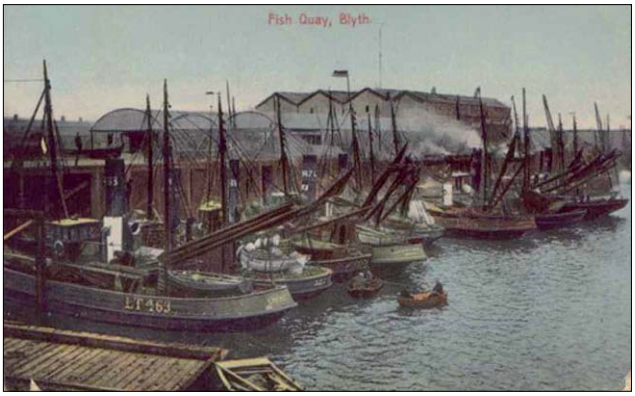


Figure 3.0 Fish Quay Blyth.

3.2 Then and Now

3.1.4 Blyth is best known as an industrial port in south east Northumberland. It lies on the south bank of the River Blyth and the range of finds made here extends its history back thousands of years.

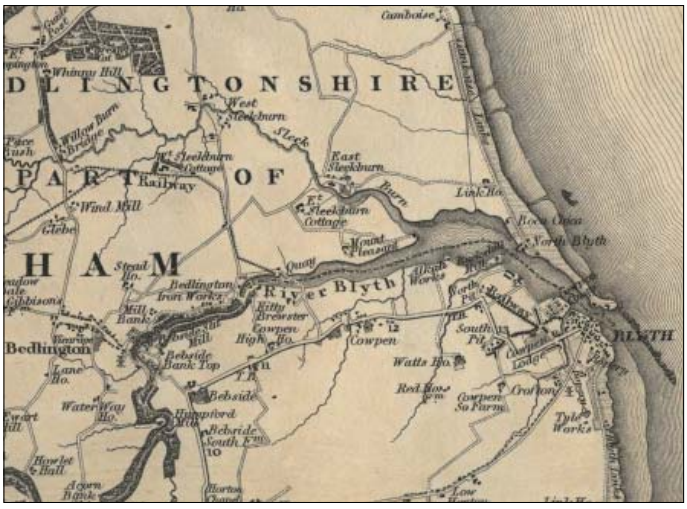


Figure 3.1 Historic map - year: 1828.

Figure 3.2 Historical view of Blyth Quayside.

3.1.5 Archaeologists in the area have discovered various materials dating back to the Bronze Age, Iron Age and in the nineteenth century when the Roman coin was found when the dry dock was being built. There is much speculation about the existence of a Roman camp together with older encampments from the Vikings and later in the English Civil War.

3.1.6 Although there are no traces of the Medieval Harbour at Blyth, it is recorded in historic documents, together with references to fishing in salt pans. Medieval villages also stood at Cowpen and Newsham.

Figure 3.3 Historic map- year: 1860.

Figure 3.4 Historical view of Blyth Quayside taken from the east side of the river.

3.1.7 The post medieval period saw the major development of Blyth. Much was centred on coal mining and, although mining originated here in the medieval times at Cowpen for example, the number of mines and quantities of coal dealt with expanded rapidly after the English Civil War. Such collieries may originally have been built in small villages, but the need for workers accommodation and supplies meant an enormous expansion in the area. Blyth Harbour developed as a place where ships could anchor and be loaded with coal brought by waggonway or railways for export to London or the continent. Initially such waggonways came direct from the individual collieries such as Cowpen, or later ones linked into railway networks leading to the Tyne or Blyth river mouths – such as the Blyth and Tyne Railway. Coal Staiths allowed the dropping of coal directly into the ships. Safety for ships entering the river saw lighthouses built and an early survival is the Highlight built in stages as further buildings obscured the advantage.

3.1.8 Other industries also flourished in Blyth, although usually on a smaller scale than the coal industry. The salt industry continued in quantity until the eighteenth century, although nothing remains of it today.

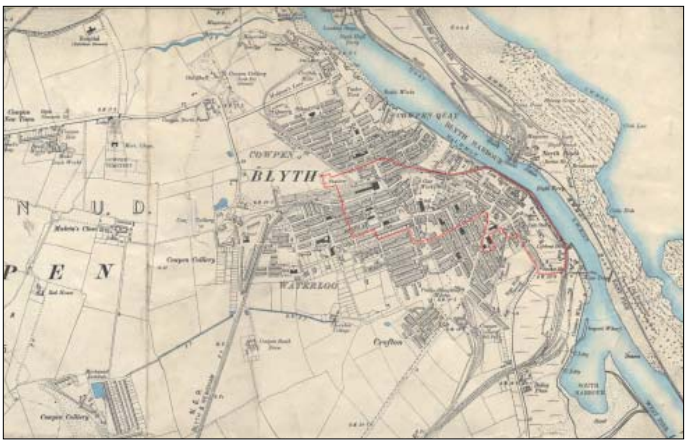


Figure 3.5 Historic map - year: 1897 (second edition).

3.1.9 The town of Blyth grew as a result of its economic rise. There are many fine buildings from the eighteenth and nineteenth centuries. An historic core of houses stands on Bath Terrace, the diverse background of the miners and their families led to the building of many Churches and

Chapels, including Blyth United Reformed Church, the Church of St Cuthbert and the Church of our Lady and Wilfred, the latter eventually becoming the Parish Church. Other structures fulfilled specific roles of entertainment at the cinema, and legal office at the Police Station and Harbour Commissioner's Offices.

Figure 3.6 Blyth Quay.

3.1.10 Defences were a vital part of Blyth from the nineteenth century. Blyth Coastal Defence Battery was built in the late nineteenth century to protect the Port against large battleships. It was adapted in World War One and renamed Fort Coulson 1.

Figure 3.7 Historic map - year: 1910 (Land valuation map).

Figure 3.8 View along Bridge Street.

Footnote 1 : Text from The Keys to the Past website, Durham County Council and Northumberland County Council.

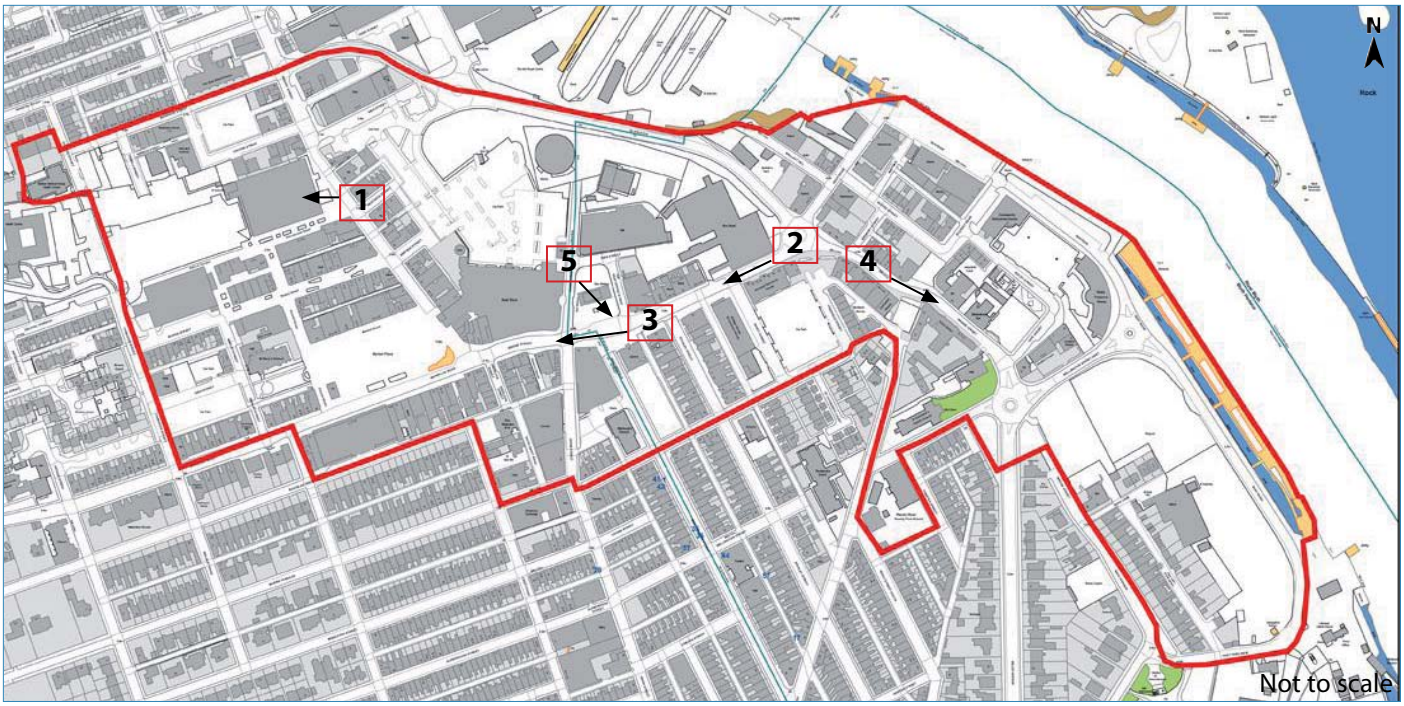


Figure 3.4 Location plan of historic and present day photographs.

Figures 3.5 - 3.9 A pictorial history of Blyth.

Figure 3.5a Railway Station.

Figure 3.5b Redevelopment on the site of the former railway station.

Figure 3.6a Bridge Street.

Figure 3.6b Bridge Street today.

Figure3.7a View along Bridge Street towards Waterloo Road.

Figure 3.7b View along Bridge Street towards Waterloo Road today.

Figure 3.8a Northumberland Street.

Figure 3.8b Present day Northumberland Street.

Figure 3.9a The Former Mechanics Institute.

Figure3.9b The Former Mechanics Institute today, now the public library.



CHAPTER 4 URBAN DESIGN GUIDE AND PRINCIPLES

4.0.0 URBAN DESIGN GUIDE AND PRINCIPLES

4.1.0 Key Urban Design Objectives

4.1.1 Urban design combines the visual form and function of development and its fit with its surroundings and wider context. The concept of the public realm, achieving a sense of place and the public significance of new development, is vital within the urban design perspective. Matters such as community safety, accessibility, quality of life, protecting the heritage legacy and quality of the environment, that all contribute towards sustainable development, are key concerns within the public realm and are significant elements within the urban design agenda.

4.1.2 This document has been prepared as part of the Council's intention to improve the design quality of new build and areas of regeneration and as a design guide that will assist in delivering the Core Strategy Sustainable development vision. It contains illustrations demonstrating urban design principles and highlighting Best Practice precedent solutions.

4.1.3 These standards will be used to supplement plans and policies and to reinforce planning guidance. Developers should find them useful and clearly state the Council's design requirements.

4.1.4 There is a need to draw together the various threads of urban design and advice. The principles will be an important reference in development planning, the preparation of masterplans and in design and development briefs. They will also be relevant to the preparation of supplementary planning advice and other planning tools.

4.1.5 The Blyth Town Centre standards for urban design are set out in the Urban Design Principles in this report.

4.1.6 This supplementary planning guidance is intended to :

1. Maintain and improve the visual image and identity of Blyth, by raising awareness of the town's structure and the importance of its key structural components.

2. Ensure that strong pressures for development are directed to achieve better design quality in both the assemblage of buildings and their setting. An appropriate and durable fit of new development in its setting is sought.

3. Ensure high quality urban design is sought from new development across the whole townscape.

4. Ensure that all future development adopts high sustainability standards in both design (e.g. energy efficiency, renewables etc) and construction (e.g. materials used, sourcing).

5. Foster greater interest in the contribution of new development to improving the public realm and commitment to making places for people to appreciate and enjoy.

4.1.7 There is a sequential relationship between the different levels of the above hierarchy and, where appropriate, the same criteria can often be applied at different levels of detail.

4.1.8 The illustrations within this document relate specifically to Blyth with occasional Best Practice precedence images included. However, the main focus of this report is to focus on the good and bad urban design and public realm within existing Blyth Town Centre and way in which new development and regeneration can protect and enhance Blyth Town Centre and Quayside for the foreseeable future.



4.1.9 ALL PLANNING APPLICATIONS IN THE TOWN CENTRE WILL BE CONSIDERED WITHIN THE CONTEXT OF THIS GUIDE.

4.1.10 The document will have a long term lifespan with reviews being carried out every ten years in tandem with the Local Planning Review. This document will be issued to applicants for significant developments in the Town Centre.

4.1.11 Achieving planning permission
Urban design covers a complex series of wildly different considerations. In reality, it is likely that some design parameters may suggest conflict in design solutions on some sites. Good design requires designers to use imagination, sensitivity and common sense in the creative resolution of these potential conflicts.

4.1.12 Planning applications that conflict with the objectives or design principles are likely to be rejected. It is not intended that this guide should stifle responsible innovation, originality or initiative. Good design is strongly encouraged. The qualities of outstanding development proposals may exceptionally justify departing from the guide.

4.1.13 The design of buildings may need to consider the raising of floor levels to ensure the developments are safe from flooding. Taking into consideration the impact from climate change, including sea level rise, floor levels may have to be raised to a substantial height and bare significant weight and influence on the design of a development. We consider that developers need to consider this in developing designs for the proposed sites.

4.1.14 Other measures include flood resilient walls, floors, windows and doors. Further guidance on considering flood risk in new development can be found at:

'Improving the flood performance of new buildings: Flood resilient construction' complements Planning Policy Statement 25: Development and flood risk, which was published in December 2006. http//www.planningportal.gov.uk/uploads.br.flood_performance.pdf.

'Making space for Water,' the governments's flood and costal erosion risk management strategy can be found here:

http://www.defra.gov.uk/environ/fcd/policy/strategy/rf1rf2.htm

4.2.0 Design Principles

4.2.1 Urban design is also concerned with the way an area functions. Buildings play a crucial role in defining the shape and form of the public realm, creating spaces that are attractive and comfortable and safe accessible routes that connect places and people. In the process they can transform areas that are currently unattractive and threatening into safe places, which attract activities that positively contribute to making places better. The Public Realm Strategy will be dealt with in Section 2 of this report however in some areas the Urban Design and Public Realm overlap, where buildings play an important role in the structure of the street scene.

4.2.2 The following text details the design principles for Blyth Town Centre.

4.2.3 The site and context
Designers should carry out a thorough site, context and ecological appraisal, which should be submitted as part of a Design and Access Statement where necessary.



4.2.4 Design character

Where an established appropriate character exists, new buildings and landscapes should compliment and enhance this character in a high quality and contemporary manner whilst seeking also to enhance local biodiversity.

Various building architectural styles 'fit together' on Bridge Street due to set of shared rules/principles in massing, proportional, rhythm and height.

Figure 4.0.

4.2.5 Where existing character is weak, development should seek to create a character identity. This should be high quality and contemporary but also congruent with the historical and environmental setting.

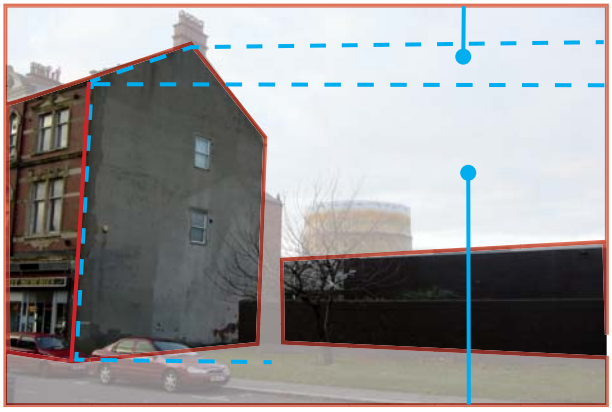
4.2.6 Active Design is an innovative set of design guidelines to promote opportunities for sport and physical activity in the design and layout of development (See Appendix 2 for more information).

4.2.7 Building pattern

1. Development should contribute to or create perimeter block form.

2. Building should, where possible, connect physically, with neighbouring buildings.

3. Building should not impact negatively on the historical and cultural environment or compromise the setting of archeological or historic monuments and buildings but seek to compliment such features.



Continuation of build line should be incorporated into all new developments with no 'left over' space to prevent loss of enclosure.

Figure 4.1.

4. Building should be parallel to public streets and main entrances should front onto them.

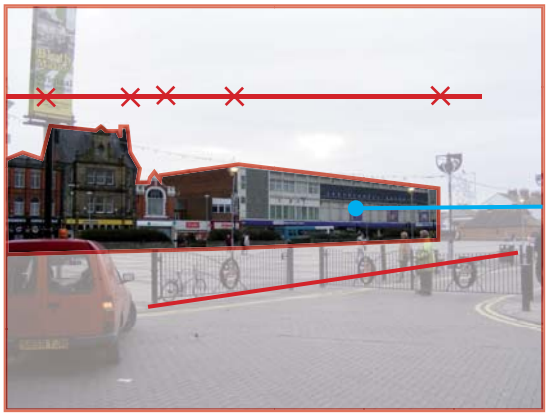
4.2.8 Scale and massing

1. Buildings of greater than four storeys in height would be classed as tall buildings. They should be reviewed in greater detail and be based on specific site and contextual merits.

2. New buildings should relate well to the predominant scale and mass of existing buildings in the street and complement those of historic and cultural value.

3. Proposals for major development should demonstrate that account has been taken of the need for a variety of form and material. This should avoid the impression of monolithic, excessively large scale and uniform architecture.





Massing of large infill sites should take reference from their surroundings.

Figure 4.2.

4. Building height and street width should lead to a degree and nature of enclosure appropriate to the importance of the street.

Figure 4.3 Good quality public realm. Duke of York Square, Chelsea.

4.3.0 Ease of Movement

4.3.1 Street layout

1. The connected pattern should be used as the basis for new street layouts. New routes should link up with existing movement patterns and be structured to provide easy extension of the existing public transport network and encourage improvements and use.

4.3.2 Parking and servicing

1. In order to promote more sustainable forms of transport designers should consider the needs of different types of users in the following order :
Pedestrians and disabled people
Cyclists
Public transport
Motor cyclists
Taxis and private hire vehicles
Freight
Private car

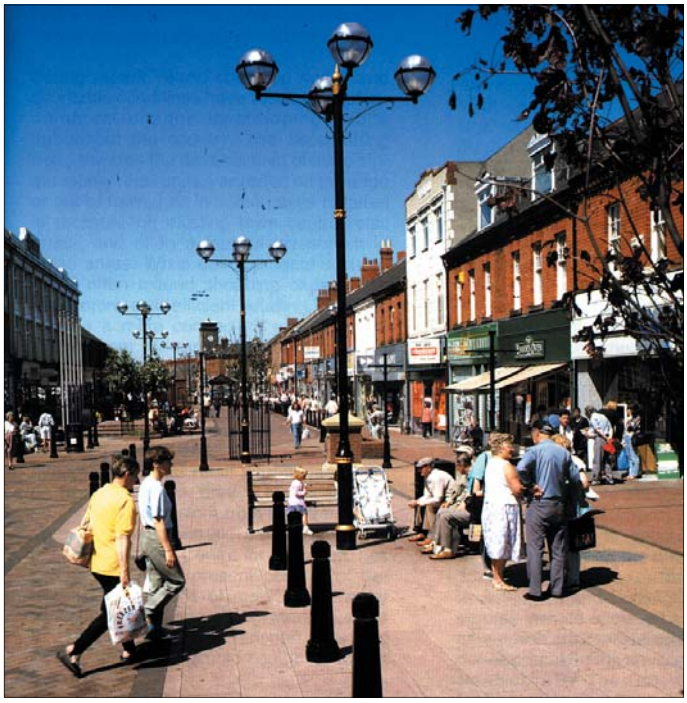


Figure 4.4 Example of good quality shopping street.

2. Safe, secure, easily accessible and attractive to use cycle parking shall be provided for all developments in line with Development Control Policies Development Plan Document Appendix 3A.

3. Good links to the existing public transport network should be designed in and encouraged.

4. Where appropriate the majority of parking spaces should be located within the centre of a perimeter block or in a basement. Car parking should not compromise activity at ground floor level.

5. Car, motor-cycle and bus parking should be integrated carefully into developments with consideration given to its effect on visual amenity, security and street vitality.

6. Servicing and refuse collection arrangements for commercial property should be carried out from the inside of perimeter blocks, or be incorporated within the building.

7. In residential areas, communal bins and "wheelie" bins should be accommodated in suitable screened and ventilated enclosures.

4.3.3 Density

1. Planning permission for housing will only be granted for new development and a minimum net density of 30 dwellings per hectare, which is achieved without sacrificing public space.

2. At least 30% affordable housing will need to be provided as a proportion of this type of housing development.

3. Densities for non residential development will be set on a site by site basis.

4.4.0 Legibility

4.4.1 Creating memorable streets

1. Developments should respect and make the most of existing major views of the Town Centre and within and from the Town Centre. These and other views that have defined the relationship between the Town Centre, historic townscape, and the Quayside are particularly important to the conservation of Blyth's Town Centre character.

Church buildings and towers/spikes historically provide orientation markers

Figure 4.5.

2. The importance of gateway and other corner sites in the hierarchy of the Town Centre streets should be reflected in the design and scale of any redevelopment proposals on these sites.

3. Major developments and, where applicable, individual buildings should utilise landmarks, marker features and other townscape measures to enhance the overall quality and legibility of Blyth Town Centre streets.

4. The lighting of a building should be appropriate to its relationship to the hierarchy of buildings in the townscape.

4.4.2 Public art

Major developments will be expected to include the provision of works of art integrated into architecture or in public spaces and this will be encouraged through the Percent for Art Scheme.



Intergration of public art

Figure 4.6.

Figure 4.7 Bespoke public art.

4.5.0 Adaptability

4.5.1 Adaptable building form

1. Buildings should be long life, flexible and capable of being adapted for a variety of other uses and needs with the minimum of disruption.

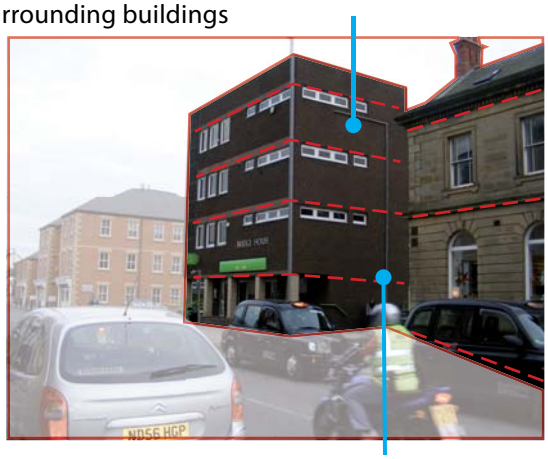
4.6.0 Streetscape

4.6.1 Street frontages with a consistent roof-line and facades are generally sensitive to alteration. However, there is usually more scope for change in the roof line and facades within streets with a variety of frontages, building heights, particularly where the height of frontages is relatively low in proportion to the width of the street. Careful consideration must be given to the justification for height increases or variations in building heights and any alteration or extension to the existing roof line may still be unacceptable in the following circumstances :

1. Where the existing street frontages and roof profile have historical and / or architectural importance and / or contribute to an area's individual character. This will include listed buildings, conservation areas and sometimes other buildings that do not have this status.

2. Where the alteration to a façade or roof line impacts adversely upon the architectural integrity and quality of the existing or neighbouring buildings.

Size of new building out of scale and proportion of surrounding buildings



Floor heights not in keeping with surrounding buildings - fenstration does not respond to scale.

Figure 4.8.



3. Where a change to the roof line or façade would be out of scale with its neighbours, especially if it starts to inappropriately dominate the street, and undermines the rhythm of the street frontage.

Figure 4.9.

4. Alteration or extension to the existing roofline would be unacceptable if it was likely to impact on the setting of an historic building, monument or feature of cultural importance.

5. Where change adversely impacts on views and landmarks.

6. Where it impacts adversely on the topography of the street.

7. Where it causes a canyon effect and / or unduly over-shadows the street.

8. Where it impacts adversely on the character of an open space or the public realm.

9. Where it creates an imbalance in height between opposite sides of the street.

4.6.2 All new buildings will need to respond appropriately to the existing frontage and normally follow the established building line (Refer paragraph 4.12.1)

4.6.3 In areas that have lost their original street pattern and character, street based redevelopment will often be required to knit the area back with the surrounding street pattern. Further detailed guidance and policy on buildings within Blyth Heritage Conservation Area is provided in the Draft Character Appraisal.

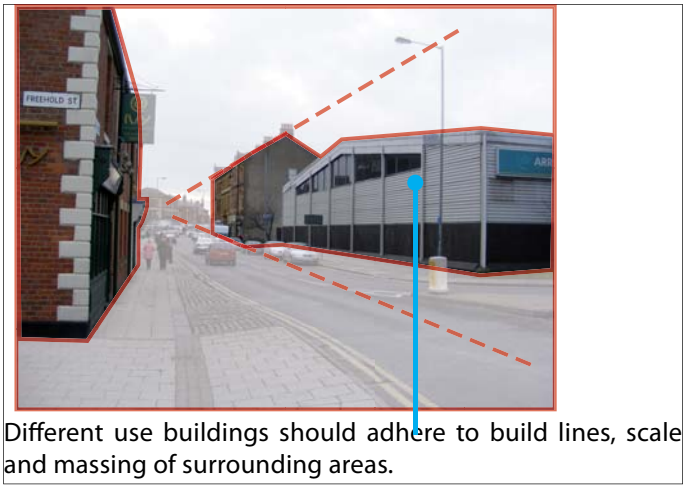


Figure 4.10.

4.6.4 Views and landmarks

The Council will protect and enhance strategic and local views of strategic and local landmarks. This may include views of historical buildings, church spires, civic buildings and views of the river/special interest. Any buildings which block or detract from important or potentially important views, will be resisted.

4.6.5 Notwithstanding the above, a building that stands out can sometimes contribute positively to the urban environment by :

1. Becoming a focal point.

2. Providing an element of surprise or contrast.

3. Reinforcing a sense of place.

4. Highlighting the importance of a public building.



4.6.6 This may provide a justification for a building that, contrasts with its neighbours or, more occasionally, rises above its neighbours. It will, nevertheless, need to be a special building that is suitably located and designed to an exceptional standard that embodies an integrity that is carried through all of its elevations. It must also respond to its surrounding threshold.

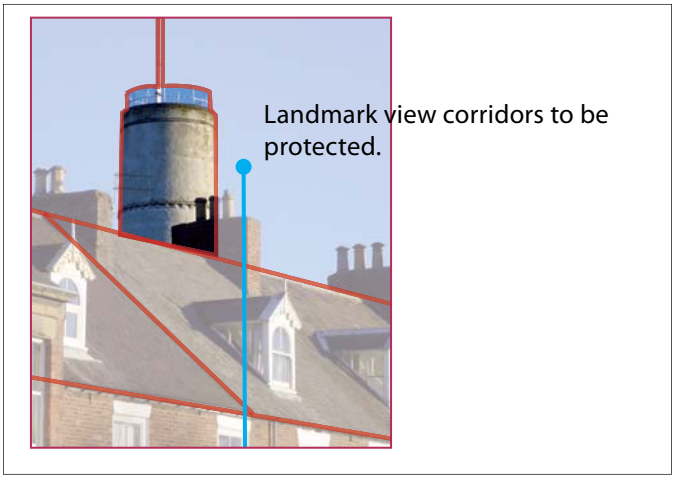


Figure 4.11.

4.6.7 Emphasising junctions and gateways

It is sometimes appropriate to have a focal point that announces or reinforces a place or encloses a view. Enclosing a view at the junction of streets can heighten the role of architecture in giving character to space and provide an element of anticipation.

4.6.8 It is often appropriate to emphasise a corner, particularly at an important junction or gateway.

4.6.9 This is usually best achieved by exaggerating the vertical proportions of a façade through clever articulating devices, for example, by :

1. Curving the frontage

2. Wrapping the fenestration around the corner.

3. Terminating the roof differently.

Figure 4.12 Example of a corner turn landmark development.

4.6.10 It is sometimes appropriate to provide further punctuation by raising the height of the corner marginally above the prevailing height to reinforce the importance of a junction. Where extra height is proposed, it should be contained so that it does not spill further down the street frontage, otherwise the punctuation will become diluted and the coherence of the rest of the frontage undermined.

4.7.0 Height to width ratios

4.7.1 General Principles

Building height also needs to be considered in terms of its proportion in relation to the size of the space it defines / encloses. The height of a street frontage should provide sufficient sense of enclosure, natural surveillance and maximise the potential development opportunity of the site. The height to width ratio within Blyth Town Centre varies between the different character areas and street uses. Most of Blyth Town Centre residential terraced streets have a height to width ratio of 1:3. Town centre streets have a ratio of between 1:1 and 1:3. Streets with a ratio of between 1:1 to 1:3 normally provide a well proportioned street frontage which provides a good sense of enclosure.

4.7.2 Streets with frontages that exceed their width

Schemes where the height exceeds the width of the street will not normally be acceptable if they cause a canyon effect and inhibit sufficient light and air reaching the building and street below, unless they can be justified in terms of adding to local distinctiveness or maintain the existing character of the area. Nevertheless, there may be more scope on those streets with a north to south orientation as they will normally allow more sunlight to penetrate than streets with an east to west axis.

4.7.3 Low frontages and wide Streets

Anything less than 1:3 height to width ratio can result in streets which suffer from too little enclosure where the buildings appear divorced from the street. This can sometimes be justified where the immediate context is characterised by this scale of building and where it contributes to local distinctiveness. Additional enclosure can often be provided by trees along the kerb edge or, in front gardens. Elsewhere low frontages may appear inappropriately suburban in scale. They also may not maximise the development potential of the site or the natural surveillance opportunities.

4.7.4 Exaggerating and minimising the apparent height

Sometimes there is a need to exaggerate or minimise the apparent height of a new development so that it accords with the context of the street. There are circumstances where the scale of development proposed is too small for its context. For example, the size of the frontage can sometimes be increased by generously extending the front face of the building above the top floor. This is particularly apparent on Bridge Street where a diminishing roof line is appropriately offset by a higher façade and eves level balcony treatment etc.

'Making up' height - although it is a different architectural style - it uses the surrounding window element to tie into the high floor to floor heights of the historic building.

Figure 4.13.

4.7.5 Conversely, it can be necessary to keep the scale of the frontage to a minimum, especially along roads that are already rather narrow and cavernous. This can sometimes be achieved by generously setting back the upper floors behind the front roof parapet so that it is not apparent from the street.

4.7.6 Such a solution will also need to work in terms of its impact from longer views where it may be more visible.

4.7.7 The use of mono-pitch roofs can be used to emphasise or minimise height at the front or rear as appropriate.

Existing supermarket position and scale reduces enclosure and creates infill public realm areas with a lack of ownership.

Figure 4.14.

4.7.8 Relationship of building frontages with open spaces

Where building frontages face onto public open spaces and squares, they should normally provide sufficient sense of enclosure and a suitable backdrop to define and overlook the space whilst not overpowering it. Open spaces can feel particularly threatening if they do not have an adequate level of natural surveillance from surrounding development. Nevertheless, the height should not be so great that they unduly dominate the space.

4.8.0 Rhythm, Scale and Proportions

4.8.1 Plot widths and vertical proportions

The scale of a building is also determined by its bulk and width and the manner in which the façade is articulated. Historically, most of Blyth Town Centre's street frontages are characterised by narrow plot widths where terraces are sub-divided into plots where the height is greater than the width of the building. The vertical proportions are expressed both in the overall dimensions and the individual element, especially the fenestration, and the manner in which they are composed within the frontage.

4.8.2 The repeated pattern of the twentieth century architecture is categorised in the outlying residential and small shopping offer streets away from the main "High Street" of Bridge Street and the Market Place. Alternatively it has a certain distinctiveness in its proportion of plot widths and vertical emphasis although each building plot is different, they adhere to a similar emphasis and treatment which creates a rhythm that also gives both harmony and coherence.

4.8.3 High quality contemporary designs will normally be sought that are skillfully interwoven into their context by incorporating the rhythm, scale and proportions of the existing street frontage.

4.8.4 The design should echo the plot widths where this is the predominant building form in the surrounding area.

4.8.5 Breaking down a long street frontage into a series of separate bays also helps avoid buildings appearing monolithic and provides them with a more human scale.

4.8.6 In commercial streets which are characterised by larger buildings / longer street frontages, there is often more freedom to model the street frontages. Nevertheless, consideration should also be given to how they work within the rhythm of the wider street frontage.

Redevelopment site - scale, massing and architecture do not correspond to surrounding area.

Figure 4.15.

4.8.7 Relationship of the roofline and the elevation

Rooflines should normally respond to the articulation of the rest of the façade. It should normally be possible to read the width of the plot divisions from the bottom to the top of the building. The roofline should reflect the rhythm, harmony and scale of the longer street frontage. Stepped or sculptured rooflines can appear monolithic, particularly where the shape of the roof does not pick up the sub-division of the façade.

4.9.0 Sloping Sites

4.9.1 Stepped rooflines and frontages

Street frontages that run down a hill should normally have a stepped roofline frontage and threshold that echoes their topography and allows the ground floor to fit within the footway or threshold space. Large, blank flank walls at the junction between buildings should be avoided.

4.9.2 Active frontages should be provided to provide good surveillance and activity at ground floor level and care must be taken to ensure that the articulation of the ground floor on sloping sites or on sites of unusual topography do not design blank frontages or dead space.

4.10.0 Elevational treatment

4.10.1 Modern Building Regulations and an understandable desire to create comfortable living accommodation have focussed greater attention upon internal space standards and layout. It is important that this is not at the expense of the architectural quality of the elevations. The internal and the external requirements will always need to be reconciled. The street frontage must work in terms of its relationship to its neighbours and in terms of its own architectural integrity.

4.10.2 Windows

The windows are a key component of the façade that help define a building's character and provide underlying order as well as its overall proportions

Use of colour creates distinctive sense of place.

Figure 4.16.



4.10.3 Window shape, position and sizes
Care needs to be taken to ensure that the windows are of an appropriate scale to the façade and that each window in the façade has some relationship with each other. Key to this is identifying the appropriate shape, position and size of the windows.

4.10.4 Some elevations can be unduly monotonous because of the number of repeated windows. The risk of this is greatest in large facades, typically when small windows are used, where they can appear lost within the elevation.

4.10.5 Too many different types of windows, particularly if they appear to have no apparent relationship to one another, can result in an untidy façade.

4.10.6 Vertical articulation (and addressing lower floor to ceiling heights)
Articulating strategy should always be employed to provide street frontages with underlying order. The window arrangement is an important element in breaking down the scale of building frontages. This is usually best achieved by emphasising the vertical proportions.

4.10.7 Vertical proportions can be achieved by :

1. Designing the windows so that their vertical axis is greater than the horizontal and / or dividing each window into a series of vertical proportion of glazing panels.

2. Horizontally proportioned windows can sometimes be given more vertical emphasis by incorporating vertically proportioned glazing panels.

3. Grouping windows into vertical bands that allow the fenestration to be read as a vertical grouping rather than a horizontal one. For example, Georgian and Victorian architects expressed individual terraced houses by pairing windows or grouping windows typically in an asymmetrical arrangement. This usually involved employing geometric proportioning devices and a hierarchy that defined and differentiated each floor by the graduation of the vertical height of the windows within an implied vertical grouping. Later, Victorian and Edwardian buildings also used other devices such as the projecting bays and more elaborate decoration and architrave.

4. Lower floor to ceiling heights of modern buildings can reduce the opportunity to graduate windows in this way, and can generate inappropriately squat or horizontally proportioned buildings and windows.

4.10.8 Window types
Where window replacement is sought in existing buildings, they should normally be done in an original style and materials, for example, timber sliding sash windows on Georgian, Victorian and Edwardian properties, and Crittall windows on inter and post-war buildings. This is most necessary on street frontages where the windows are visible from the public realm. Replacing original windows with modern alternatives such as UPVC windows and to a lesser extent, powder coated aluminium windows, are usually unacceptable not only because they are an unsympathetic material but also because glazing bar profiles are usually substantially bigger. The width of the opening light frame is also usually greater than the fixed pane. For these reasons they can look cumbersome, and their extra solidity can undermine the solid to void relationship of wall and window.

4.10.9 However, some powder coated aluminium products can achieve slender profiles and can sometimes provide acceptable replacements on

post-war buildings.

4.10.10 Where they are considered acceptable, window replacements should be applied universally across the elevation to ensure consistency.

4.10.11 Use of materials
The use of materials needs to be considered both in terms of the relationship with the surrounding build form as well as the articulation of the façade.

4.10.12 Blending or contrasting with the context
Care needs to be taken to ensure that the new material is sympathetic with the local vernacular. The prevailing type of materials in the immediate surrounds will often influence the choice of main facing material. It is often desirable for a new building to blend into its surroundings by using complimentary materials for the sake of consistency and to ensure that it does not inappropriately draw the eye or undermine local distinctiveness.

4.10.13 Where new building is located next to an architecturally important building, it may be sometimes necessary to use a material that allows the existing building to continue to be read in its own terms – the use of similar material may blur the boundary or compete between the existing and new building.

4.10.14 Articulating the façade
Use of different materials can help to articulate and add interest to a façade. For instance, materials can be used as a framing devise to group elements such as windows. However, care needs to be taken not to overload a façade; if too many materials are used, then it can appear untidy or too busy. To retain the coherence of an elevation, it is often a good idea to restrict the number of different materials and to employ the same material in different parts of the façade.

4.10.15 Attention also needs to be given to ensuring the right contrast between different materials. The scale of a frontage can be broken down by following the rules of classicism of articulating a base, middle and top differently. This can work well on high frontages. Care needs to be taken when employing this on lower buildings, as it might have the opposite effect if it results in horizontal banding and undermines the vertical proportions. The scale of a frontage can be further reduced by articulating the top floor as a recessive element and employing materials such as glass and steel with a lightweight appearance.

4.10.16 Expressing the various uses of buildings in different ways can sometimes break down facades. An open glazed shop front on the ground floor normally provides a good contrast to a solid frontage above.

4.10.17 Materials that work best together often have a contrast in textures as well as colour, for example, timber, brick, metal and render.

4.10.18 Windows and doors
The colour of window frames should be consistent with surrounding buildings. Generally, historical buildings within Blyth would have been painted with either white, off-white or stone coloured framing.

4.10.19 In the case of window replacement or new built developments, the preferred choice of colour has previously been white UPVC which is not generally acceptable within the Blyth Town Centre area. If a UPVC frame is to be used, a gray colour should be specified to provide an alternative to the white UPVC or to enhance a contemporary architectural style.

4.10.20 Doors, perform an important social function, and announce the entrance to a building. Within the Bridge Street Area and Conservation Areas, they may be painted with a colour such as dark purple, dark brown, dark green or dark blue. In other areas, colours should be chosen with care and to complement surrounding buildings or shop fronts or the building in which they are situated.

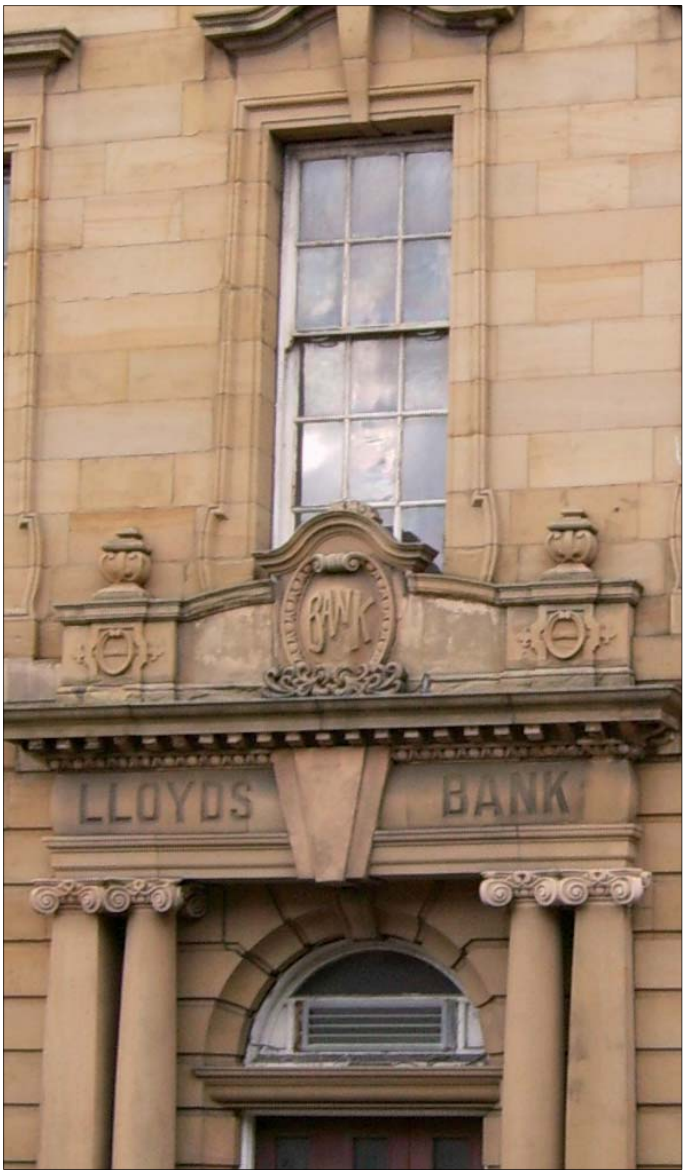


Figure 4.17 Ornate entrance.

4.10.21 Rain water goods, decorative iron work and railings

These features should not be hidden by painting them to match the background colour of a building. They should be painted in restrained, dark colours such as green, brown or black.

Due regard should be made to the sustainability, maintainability and longevity of materials used. Poor detailing and quality of materials look 'poor' after only a short period.

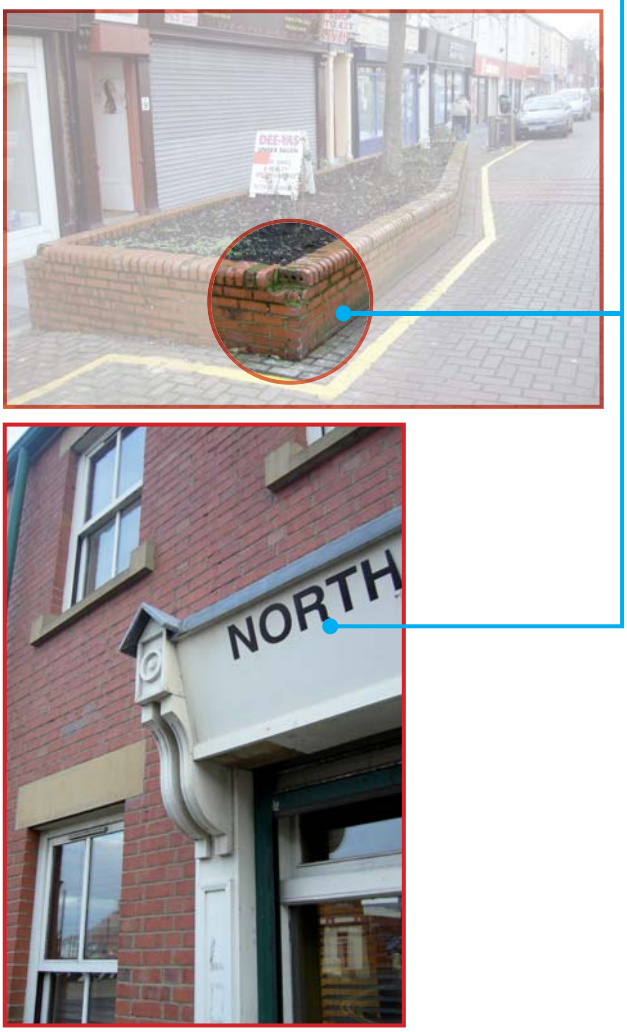


Figure 4.18.

4.10.22 Use of bright materials

Care needs to be taken with bright or colourful materials where they inappropriately draw attention to particular buildings, and away from streets or adjacent spaces. This is especially the

case with large or prominent buildings which already stand out where the use of neutral colours or, materials that match their context, may be more appropriate. Highly reflective materials may also be problematic if they create glare.

4.10.23 Articulation through recess and projection

Facades can be further articulated by employing recesses and projections that can animate a façade.

4.10.24 Emphasising vertical proportion

Vertical proportions can also be reinforced through contrasting light and shade. These can help accentuate plot widths and / or individual houses / buildings through the use of repeated elements such as projecting bay windows and recessed front entrances. Where the sub-division of a façade is less apparent, it is sometimes necessary to employ vertical shadow lines / niches to break it up. While down pipes on the front elevation should normally be avoided, consideration will be given where they can help to divide up the elevation into narrower plots, particularly if they can neatly integrated within vertical niches.

4.10.25 When projecting elements are used, care needs to be taken to ensure that they do not inappropriately dominate the main façade or create recesses that undermine the established building line / site lines or create potential hiding places.

4.10.26 Window reveals

Structural depth can be created by employing deep window reveals and varying the depth of facing materials. Older buildings are often characterised by deep reveals as well as decorative detailing that helps enliven their façade through contrasts of light and shade. New buildings can often feel flat and lifeless in comparison where insufficient attention has been given to creating a three dimensional façade. Unless flush windows are an intrinsic part of the buildings' language, window reveals will often be sought which provide the façade with some depth.

Figure 4.19 Example of dormer window on Bath Terrace housing.

Figure 4.20.

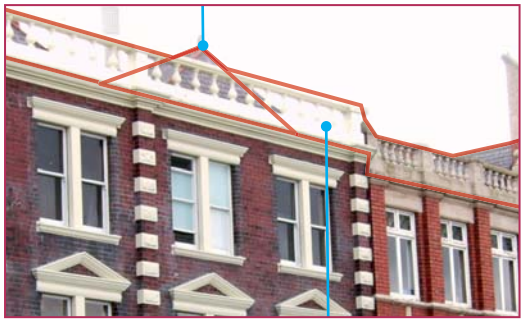


4.11.0 Protecting unaltered rooflines

4.11.1 The front roofline

An important constituent to the rhythm and uniformity of a residential terrace or street is the roofline. A typical terrace or row of detached / semi-detached houses is designed with a consistent height at the front and rear. A well defined roofline throughout helps give terraces their inherent unity. The roofline to commercial buildings or converted historic buildings to commercial premises on the "High Street" will also have established rooflines.

Roof line behind



Use of parapet balcony to raise height of facade to give added importance.

Figure 4.21.

4.11.2 An extension that projects above or alters the original roofline at the front or rear can often disrupt this rhythm / unity and introduce features that fail to respect the scale, form and character of the street frontage. Typically a roof extension also involves raising the flank boundary parapets and / or chimneys that further draws attention to itself. These considerations will be especially pertinent when the roofline is unaltered or minimally altered. In these cases there will be a strong presumption against any alteration or extension beyond the existing roofline.

4.11.3 When considering the scope for change it is necessary to consider the particular terrace / uniform street frontage in question. It is not uncommon for there to be more than one type of frontage on one side of one street. What might be acceptable in one part of the street will not necessarily apply to the next terrace even if it is physically connected and on the same side of the same street. The same is true with terraces on the opposite side of the street.

Traditional building line and roof line unbroken on terraced street

Occasional dormer windows and bay windows add interest and variety to corners.

Figure 4.22.

Outside conservation areas, there is sometimes scope for skylights providing they follow the profile of the existing roofline.

4.11.4 The rear roofline

Whilst it is normally less visible from the public realm, the same principles apply to the roofline at the rear as well as the front, particularly where they are visible through gaps in the street frontage or where the roofline has a strong rhythm. Even when this is not the case, a break in a largely unaltered roofline is likely to have an adverse impact upon the quality of the private realm. Nevertheless, there will sometimes be scope for a small dormer window on pitched roofs at the rear providing it is no wider than the existing upper floor window.

4.11.5 Rooflines with existing alterations / extensions

The original roofline has been broken, the extent and nature of the existing roof additions will

determine the scope for further change. For instance, a single roof extension that pre-dates this Supplementary Planning Guidance on an otherwise unbroken roofline will not normally constitute a precedent for further roof additions.

4.11.6 Whilst there are no absolute standards in these circumstances, the scope for roof extensions will normally be dependent upon the following criteria:

1. The number of existing roof extensions, and the extent to which the unity / consistency of the roofline has already been compromised.

2. The length of the terrace – a short terrace with existing roof extensions may have the opportunity of its unity being reconciled through allowing additional roof extensions to fill the gaps. On a longer terrace with houses in separate ownership, this is less likely to occur.

3. The age of the extension.

4. Listed buildings and terraces within conservation areas will also be retrospectively subject to the detailed individual consideration of the listed building issues and any conservation area design guidelines.

4.11.7 Main types of roof extensions

Where they are acceptable, roof extensions on residential properties must be restricted to a single storey. On commercial buildings each case will be decided on its particular merits and location within the Town Centre area.

4.11.8 The profile and configuration of the existing extensions should normally be followed except in those cases where the existing design is considered out of character. The following are the most common types of roof extension :

1. Traditional mansard and traditional pitched roofs used generally on traditional buildings. In the case of contemporary buildings, a mansard roof would not be generally appropriate for this type of architecture.

2. Contemporary roof extensions typically incorporate modern materials (with a lightweight appearance such as glass and steel) and incorporate a vertical frontage and flat roof that is usually well set back behind the front parapet upstand. Sometimes there is scope for contemporary extensions on Victorian terraces where existing contemporary extensions already exist in the terrace or on corner buildings which are different / stand out from the remainder of the terrace.

4.11.9 Types of roof level fenestration

1. Dormer windows are typically incorporated within pitched roofs and mansard roofs. They generally should be designed so they do not draw the eye. Dormer windows usually work best where they are no wider overall than the windows in the façade, especially where they line up with the windows below. The dormer should be positioned a clear distance below the ridge line and clear and proud of the boundary parapets and above the line of the eves. The dormer should also be simple and unobtrusive and slender as possible.

2. Skylights that follow the roof profile can be appropriate where it is important to retain the profile of the roof slope. They should not overcrowd the roof – they should be limited to one or two per roof slope and no wider than the window apertures in the main façade. The skylight should be designed with a slender profile so they do not appear to rise more than the typical depth of window above the roof slope.

4.11.10 It is important that buildings are organised to ensure that the streets and spaces around

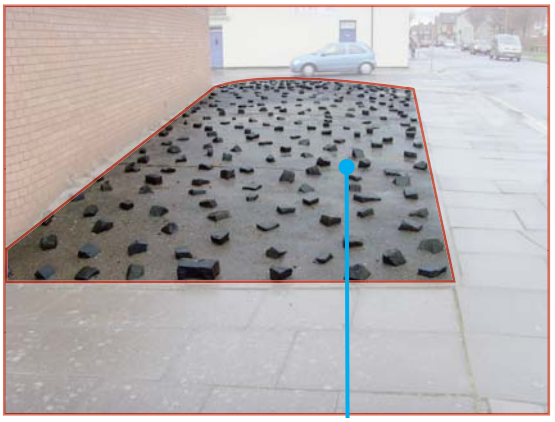
them feel safe to use. In determining the layout of street frontages, consideration should be given to ensuring that natural surveillance of building entrances, street and public spaces are maximised whilst ensuring that private space is secure.

4.12.0 Continuity and Enclosure

4.12.1 Building Line and the perimeter block layout

The street frontages that define the shape of Blyth Town Centre's streets and spaces should normally be reinforced through ensuring that new development follows the original established building line. In some parts of Blyth this has been lost resulting in untidy, inconsistent building lines and places that feel less safe.

4.12.2 The combination of consistent building lines and perimeter block arrangement provides the ingredients for establishing coherently shaped spaces and streets defined by the buildings that enclose and engage with them. This configuration also benefits from clearly separating the private from the public realm.



Left over public realm due to set back of building line - should be avoided.

Figure 4.23.

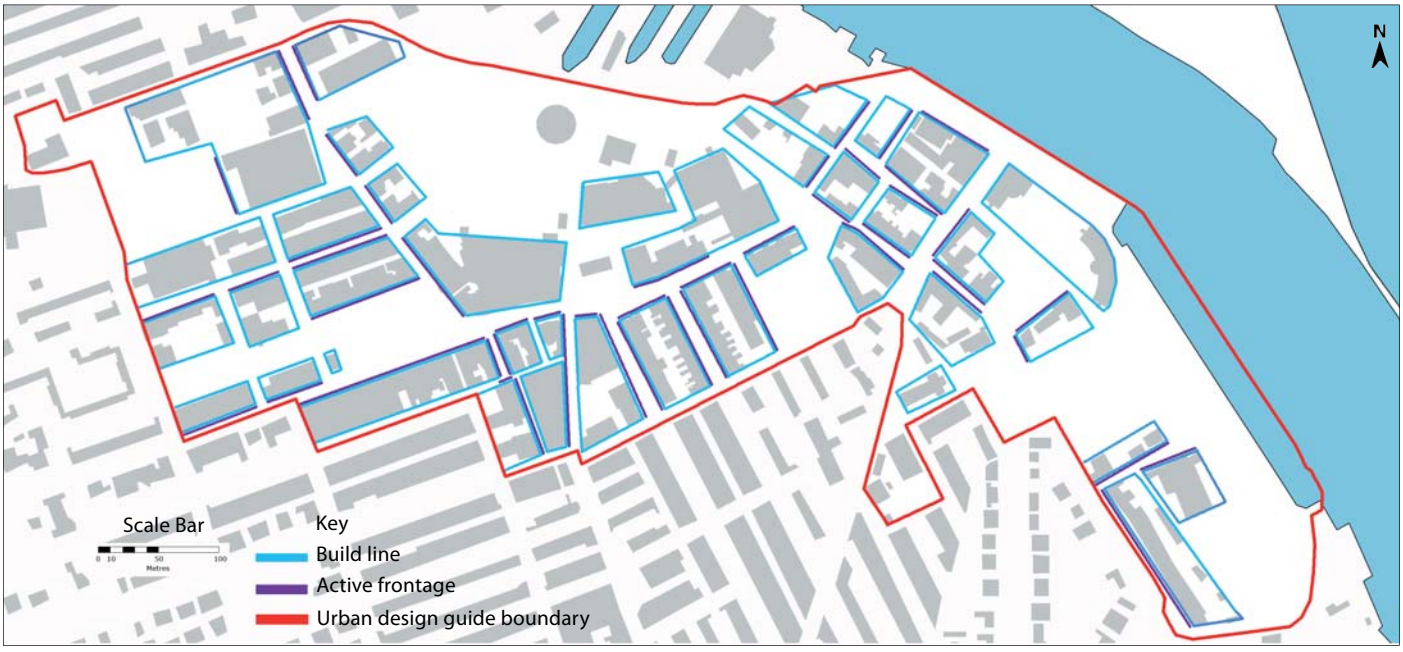


Figure 4.24 Building line diagram.

4.12.3 Building line

Street frontages and the spaces they define have a symbiotic relationship with each other. Squares and streets are defined as identified by the buildings around them, and vice versa. There should always be as much consideration of the inter-relationship of the building and the space it defines as the quality of the building itself (Figure 4.24).

4.12.4 A consistent building line together with an appropriate scaled street frontage creates a sense of enclosure that reinforces the spaces around the buildings, the more successful streets and spaces are normally well defined by a consistent building line.

4.12.5 Problems with inconsistent building lines

Inconsistent building lines often provide insufficient enclosure, particularly if they are combined with wide set backs and low frontages. Too little enclosure results in buildings becoming more distant from the people on the street. A sense of architectural identity as well as local distinctiveness can also become diluted. As well as undermining the enclosure and coherence of a street or space, inconsistent building lines should also be avoided where they result in :

1. A preponderance of ugly blank, flank walls; these can become even more of an eyesore if they attract advertisements, which they often do.

2. More corners and recesses for people to potentially hide behind that undermine community safety.

3. Set backs that can result in over-sized thresholds, which divorce buildings from their street context and produce under used spaces.

4. Projections which may inappropriately draw attention to the building, undermine sight lines and narrow the footway.

Lack of enclosure from industrial infill building areas

'Pedestrian experience' with public realm is poor due to supremacy of vehicular travel.

Figure 4.25.

4.12.6 Gaps in the building line

Whilst space is better defined by a continuous frontage, this format can still be followed even if the frontage is not continuous. If there are gaps within a street frontage they should normally be kept to a minimum and be secured within the private realm.

4.12.7 Elsewhere gaps in street frontages should normally be avoided particularly when they expose land and structures behind that were not designed to have a public frontage. Gaps usually result in visual disorder where :

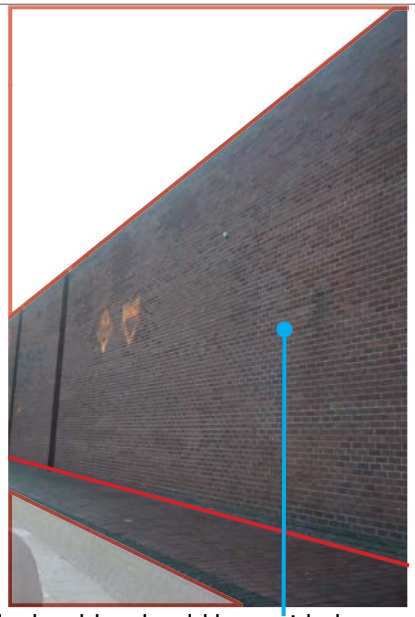
1. The space is revealed and read as ad - hoc "left over" space.

Fencing 'back lot' areas uninviting and perception of unsafe areas created by infill 'back land' areas and back of properties - is to be avoided.

Figure 4.26.

2. Views are provided of the informal back or blank side of buildings that were never designed to be seen from the street.

3. Where whole sides of buildings are revealed, the frontage can appear incongruous, particularly if it is highly decorated, appearing like a mask on an otherwise ordinary brick building.



Blank gables should be avoided.

Figure 4.27.

4. When very large gaps and / or set backs are created, space can also start to feel ill-defined and cease to interact with buildings.

5. Where unsightly gaps exist, every effort should be made to re-establish visual order by recreating a street frontage along the original building line.

4.12.8 Exceptions to the build line norm

For these reasons, all new developments should normally follow a single consistent building line. This should usually be defined by the original established building line. There are, nevertheless, exceptions :

1. Where there are high quality established trees along the pavement threshold, which will be undermined by a street frontage that follows the existing building line. In these cases where there are a number of adjacent redevelopment sites, it may be necessary to create a new building line that is consistent across all the sites which will allow further tree planting to compliment existing trees. The new building line should normally be located as close to the existing building line as possible whilst providing sufficient space for the trees and the footway. Where the new building abuts an existing building that sits forward of it (and the original building line), consideration should be given to modelling any blank, flank walls revealed by the set back frontage. This can sometimes be achieved by continuing the original building line a little way along and modelling the return frontage so that it compliments the adjacent facades.

2. Where they face onto a narrow footway, a busy public building may require a greater threshold. A solution should be sought that resolves the building line by avoiding flank, blank walls on adjacent buildings. To ensure a seamless continuation of the building line at each end of the frontage and at the point it abuts its neighbours,

a resolution can involve setting back the part of the façade in front of the main entrance to create a threshold space. The rest of the frontage can continue along the established building line.

4.12.9 Advantages of a perimeter block layout

Perimeter block layouts provide well overlooked, legible and well connected places with clearly defined public spaces and secure private spaces which also help to address crime prevention.

4.12.10 Legibility and connectivity

The perimeter block arrangement provides continuous frontages that define and enclose the public spaces and / or streets that the buildings face and gives them a coherent and legible shape. They also clearly indicate direction by limiting routes along streets that run adjacent and parallel with the street frontage. Streets that are clearly laid out in this way also provide a safe layout that connects the new building frontage to its surrounds as part of a continuous through route and in this way, also links up surrounding areas. The limited number of routes also increases the amount of pedestrian flow that contributes to the level of passive surveillance.

4.12.11 Defining public and private space

Buildings normally need two faces : an open, active frontage that engages with and provides a public face onto the street and also a secure private area at the back. The perimeter block arrangement allows for active uses and natural surveillance at the front, and a private sanctuary at the rear away from the noise of the street. Further advantages are :

1. Places that promote a sense of ownership, respect, territorial responsibility and community. Uncertainty of ownership can reduce responsibility and increase the likelihood of crime and anti-social behaviour going unchallenged.

2. A safe, urban structure has few sides of the building exposed to the public realm, provides active frontage of overlooked streets and creates a regular movement framework that focussed people onto a small number of principle routes, rather than under used segregated streets and footpaths.

Inactive back alleys should be avoided.

Figure 4.28.

3. Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.

4. In order to encourage a 'green living infrastructure' approach it is necessary to recognise the multi - functional health, leisure, biodiversity and other benefits. Reference should be made to www.greeninfrastructurenw.co.uk.

5. Attracting a large number of law abiding uses is a character of good, safe places.

4.12.12 "Designing in" green corridors, trees and garden areas and well designed green spaces, help to break up the monotony of the built environment and can provide a therapeutic effect and "green lungs" for residents, businesses and visitors. There are strong connections between green spaces, landscaping and the health agenda.

4.12.13 Similarly, landscaping can help reduce crime, for example, planting can limit areas for graffiti: large unrestricted areas of walls invite graffiti artists. Planting right up to the wall can reduce access and also soften the environment. The appearance of concrete, walls and hard infrastructure may, in itself, create a feeling of fear and uncertainty. However, green spaces and landscaping areas will need to avoid "wild" looking areas which could potentially conceal criminals and create unsafe zones.

4.12.14 Proposals/applications must demonstrate the potential impacts of their proposals on designated sites and protected species. These features must be addresses in line with relevant legislation, particularly including the Habitats Regulations.

4.12.15 Encouraging local biodiversity

Developers should be aware that any development proposals should seek to integrate biodiversity and the natural environment into design principles wherever possible. This is required to enhance biodiversity across the Borough and actively support sustainability objectives.

4.12.16 NERC Act 2006 Section 40 - Duty to conserve biodiversity

1. Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.

2. In complying with subsection (1) a Minister of the Crown, government department of the National Assembly for Wales must in particular have regard to the United Nations Environmental Programme Convention on Biological Diversity of 1992.

3. Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.

4.12.17 New large build developments

Comprehensive developments present the opportunity to redefine and shape the public realm / private realm as well as make new connections between the surrounds. This is normally best achieved by a perimeter block arrangement with the edges of the streets and spaces defined by line of the building frontage. Size and shape of the perimeter block depends on the following considerations :

1. The line or route that best connects the development to its surrounds.

2. Good pedestrian access should be provided that avoids unnecessarily circuitous routes, particularly for ambulant disabled people.

3. Clear sight lines should normally be provided that allows views down the street. The need for clear sight lines down a street and legibility needs to be balanced against the benefits of enclosure and variety. Enclosing a view at the junction of streets and incorporating streets that do not follow a straight line can heighten the role of architecture in giving character to space, and provide an element of anticipation.

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5. The height and form of surrounding buildings and streets including the height / width relationship between the building frontages and the street.

4.12.18 Infill developments
Large redevelopments that provide the scope for whole blocks to be created are normally the exception. The principles inherent in the perimeter block arrangement should normally be applied to most gap sites, which face onto the street or public realm. They should normally incorporate an open and formal street front and secure private rear.

4.12.19 Alternative layouts
Buildings that do not conform to the perimeter block layout fall under a number of categories. These include the following types :

1. Stand alone buildings, twin fronted buildings and back land development. These alternative layouts should normally only be considered if the site cannot be organised to be part or whole of a perimeter block layout. It may be necessary because the site is either too narrow or small for a perimeter block, or because the existing urban pattern makes it difficult to complete or create a perimeter arrangement from the existing layout. The chosen layout must not undermine the legibility of a street or space and should tie in with the surrounding street pattern.

2. Multi fronted buildings should include active frontages on every side that face the public realm.

4.12.20 Stand alone buildings
Unlike buildings that are part of a continuous street frontage, they often provide the focus within the surround space, rather than defer to the space they define.

4.12.21 Pre-twentieth century towns and cities usually had a clear hierarchy. The most important public buildings were either bigger and / or they occupied a site detached from their surroundings affording views from each side.

4.12.22 Because of their prominence, stand alone buildings must be designed to an exceptional standard that embodies an integrity that is carried through all of its elevations.

4.12.23 Proposals for stand alone buildings will be judged against the following criteria :

1. The quality and appropriateness of the surrounding open space the building creates. The space must read as a coherent whole; negative spaces and dead corners will be unacceptable.

2. The building's relationship with the surrounding space. It should, for example, provide an appropriate and open public face / street frontage on all sides that are visible from the public realm on all floors including ground level and address community safety of these surrounds and the security of the interior of the building.

3. Stand alone buildings should not need to be further emphasised through size or variation in building line. Whilst it may be desirable to contrast the building with its surroundings, this can be achieved through using a different elevational language rather than greater size. The size, scale and footprint of the building should usually be consistent with the surrounds except where the building contributes positively to views and vista as a landmark, and provides an important public function such as a church or library.

4. The proximity of a park or open space should not provide a justification for a stand alone building just because it benefits from a generous threshold, unless it is a building that is purposely designed as a focus for the open space.

4.12.24 Twin fronted buildings
Twin fronted buildings are defined here as ones that have two public faces on their opposite sides.

4.12.25 This configuration is typically required on narrower streets with streets on both sides or a street on one side and a park on the other side. The elevations should be handled so that both sides read as street frontages that follow the established or consistent building line. Dead frontages should be avoided.

4.12.26 Mews or back land developments

Back land or mews style developments are ones that are incorporated within or behind street frontages / perimeter blocks. This normally requires sufficient space to accommodate them without undermining amenity and community safety. In particular, it is important that the separation distances between buildings are adequate whilst ensuring the gaps in the building line within the mews do not undermine security.

4.12.27 Adverse impact upon surrounding developments such as a sense of enclosure and a loss of light can sometimes be ameliorated by incorporating :

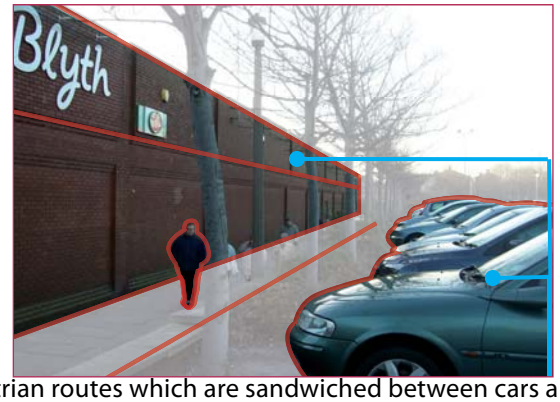
1. Monopitch roofs with their lower side facing the surrounding development.

2. A single aspect arrangement facing away from the surrounding perimeter block development.

4.13.0 Natural surveillance and security

4.13.1 General principles

Every opportunity should be taken to create street frontages that are open to the street. The front elevation, particularly the fenestration, should be designed so that it provides clear views onto the street from the inside, and the interior is organised so that there are active uses at the front. This arrangement is particularly important on the ground floor since it provides the greatest opportunity to interact with and provide natural surveillance over the street. Dead ground floor frontages should always be avoided. The main entrances should be located on the street. Buildings with long frontages should incorporate entrances at regular / frequent intervals to maximise the interface between the street and the building.



Pedestrian routes which are sandwiched between cars and blank gables to be avoided.

Figure 4.29.

4.13.2 Landscape integration

"Designing in" green corridors, trees and garden areas and well designed green spaces, help to break up the monotony of the built environment and can provide a therapeutic effect and "green lungs" for residents, businesses and visitors. There are strong connections between green spaces, landscaping and the health agenda.

4.13.3 Similarly, landscaping can help reduce crime, for example, planting can limit areas for graffiti: large unrestricted areas of walls invite graffiti artists. Planting right up to the wall can reduce access and also soften the environment. The appearance of concrete, walls and hard infrastructure may, in itself, create a feeling of fear and uncertainty. However, green spaces and landscaping areas will need to be well maintained.

4.13.4 The integration of landscaping must also be considered in the context of "designing out

crime" where a balance is required between providing attractive green spaces which do not attract vandalism or anti-social behaviour. Where residential buildings are located adjacent to the public footpath, a minimum of 1.5m defensible boundary wall and landscape treatment should be provided.

4.14.0 Encouraging vitality / mix of uses

4.14.1 Day and night time activity in commercial streets

On commercial streets / main roads, a mix of uses should be promoted to ensure there is a sufficient day and night time activity to make the area feel vibrant as well as provide adequate levels of natural surveillance throughout the day and night.

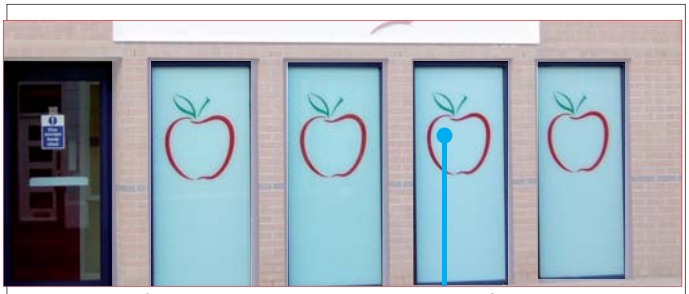
4.14.2 Mixed use upper floors

To contribute to the night time population in commercial streets, a balance of residential as well as commercial uses should be encouraged on upper floors. These should always be accessed directly off the street. Amenity considerations generally favour small, non family accommodation in these locations.

4.14.3 Open / active ground floors

The ground floor along commercial streets is best laid out as a shop front with an active use. As well as contributing to a sense of activity, a shop front usually helps the articulation of the frontage. Where shops or restaurants and public houses are not viable or desirable, other non residential types of uses should be considered. Care should be taken to ensure that the interior of the building is organised so that it does not compromise the open aspect onto the street. For instance, shops should avoid locating their shelves along the shop window and filling it with advertising.

4.14.4 Where appropriate, the Town and Country Planning (Control of Advertisements) Regulations 2007 will be applied to mitigate the effects of advertisements on the open aspect of the street and to promote distinctive street frontages.



Blank shopfronts and inactive ground floors should be avoided

Figure 4.30.

4.14.5 Where the footway or threshold space is sufficiently wide and the use does not undermine residential amenity or accessibility, activity such as cafes, that spill out into the street should be encouraged.

4.14.6 Large single user buildings should be normally avoided, particularly where they result in a limited number of entry points from the street. Where this does occur, consideration should be given to incorporating smaller commercial shop front units on the ground floor that can be self contained from the main use.

4.14.7 On quieter roads that are poorly connected to public transport, non residential uses on the ground floor as well as elsewhere may need to be avoided if there is a probability that the economic conditions are not sufficient to ensure their occupation and would lead to dead frontages.

4.14.8 Avoid residential uses at ground floor level on commercial streets

On busy commercial streets, residential uses should normally be avoided at ground floor level, particularly where the existing building line follows the back edge of the footway. In these situations,

the proximity of the front window to the street is either likely to undermine the privacy of the occupier, or the residential unit turns its back on the street to avoid the loss of privacy. The latter undermines aspect and daylight of the occupier, as well as the natural surveillance benefits.

4.14.9 Character and context

Much of Blyth Town Centre benefits from a rich street based urban fabric both inside and outside of the Conservation Area. New buildings should reinforce this character by creating an appropriate and durable fit that harmonise within their setting. They should create a scale and form of development that is appropriate in relationship to the existing built form. This is done in order to provide a consistent / coherent setting for the space or street that it defines or encloses, whilst also enhancing and complimenting the local identity of an area.

4.14.10 The nature of the existing street frontage will therefore normally determine the extent of potential development.

4.14.11 Refer to Section 5.0.0 of the Urban Design Guide relating to character areas.

4.14.12 Within this context, high quality contemporary designs will be supported, except in uniform terraces where exact replication may be required for the sake of composition and unity.

4.14.13 Contemporary designs can be used in historically sensitive areas – nevertheless, extra care needs to be taken; the scheme should be of an extremely high standard and designed from a strong understanding of the surrounding context. Pastiche design that is a poor copy of the original design will generally be resisted.

4.14.14 Mixed use developments

1. Developers of large sites should address the need for appropriate infrastructure and service facilities.

2. Sustainable design and construction approach should be used with regard to services including where appropriate sustainable urban drainage systems (SUDS).

3. All schemes should retain or provide as great a sustainable mix of uses as is possible vertically within the building and horizontally within the block.

4.15.0 Sustainability

4.15.1 Proposed developments should demonstrate a commitment to sustainability in its widest sense including the integration of biodiversity into the design.

4.15.2 It should be well designed and built, be environmentally sensitive and sustainable, be well connected, encourage activity, inclusiveness and safety, be well served (facilities and essential services), be economically thriving, and be fair for all.

4.15.3 Any development proposals will need to address the issues of energy efficiency, conservation and sustainable design, which are consistent with the development plan documents (DPD's) requirements of Blyth Valley Borough Council.

4.15.4 Key sustainable issues require consideration throughout the design process, including achieving low energy, cost effective building solutions that will exceed current legislative requirements and meet the demand of tomorrow's market place. Development should relate to its site context together with design which encourages

the reduction of energy use and consumption through good layout and design with the following suggestions :

1. Positioning of buildings to optimise the capture of solar heating or alternatively solar shading.
2. Planting trees to provide shading and protection from the wind.
3. Position buildings to reduce wind tunnelling.

4.15.5 New development should incorporate renewable energy technologies into the design such as :

1. Solar energy.
2. Micro-wind turbines.
3. Ground source heat pumps.
4. Micro CHP (Combined Heat and Power systems).
5. Recycling, water collection and composting.

4.15.6 Any proposed mixed use development must include a commitment to the following :

1. Renewable energy systems.
2. Low and / or zero carbon building techniques.
3. To be designed to Building Regulations Part L2A IS BEM Regulations.
4. A BREEAM and CEEQUAL Assessment to be carried out on all office developments to achieve a rating of "Very Good" as a minimum standard.
5. Development proposals should use, where appropriate Sustainable Urban Drainage Systems (SUDS) as part of any renewable resource strategy.

4.15.7 Any proposed housing development should include consideration of the following :

1. Use of A or B rated specifications from the BRE Guide to Green Building.
2. Achieve an NHER rating of 9.0 or above.
3. SAP rating 95 or above.
4. Code for Sustainable Homes Level 4 as a minimum.
5. Design proposals should be informed by the Government's Sustainable Communities Agenda.
6. Provide a minimum 10% show-casing of renewable / low carbon energy solutions (to be measured in terms of forecast carbon omission saving).
7. Achieve Building for Life Silver standard as a minimum.

4.15.8 In the redevelopment and maintenance of the Blyth streetscape, sustainability, (in terms of the nature of materials to be used, their sourcing, the construction techniques used and follow on maintenance), must be a key priority. Sustainability should be evaluated through the decision making process as well as the specification of the end product. The use of locally sourced materials and labour, and locally produced materials are encouraged. The environmental impact of implementation or maintenance work should be minimised.

4.15.9 The following points should be considered:

1. Consideration of the appropriateness of fixtures and fittings and sub bases.

2. Consideration should also be given to weathering of materials and paint finishes, movement, exposure to sunlight, excessive heat, frost and salt.

3. In all cases materials used and finishes applied should be fit for the purpose intended.

4. Consideration given to the cleaning regime and to withstand wear and tear as well as potential abuse or vandalism.

5. The products specified in this document are for guidance only and products of equal performance may be used subject to approval by Council Officers.

6. A sustainable procurement policy should be adopted using materials from a certified or sustainable source and using contractors and / or sub-contractors with a proven environmental policy or environmental management system.

7. Recyclable materials with low embodied energy levels should be specified.

8. All products made with recycled materials should be given prior consideration.

9. Products that use energy as part of their function i.e. street lighting, illuminated signs etc should be designed to use a minimal amount of energy.

10. Renewable forms of energy such as photovoltaics should be considered.

11. Consider life cycle cost of materials, fixings etc to evaluate the appropriateness of products specified to ensure that the chosen product is sustainable and is the best value in the long term.

4.15.10 When untested products or finishes are being proposed, a trial should be carried out to test their suitability.

4.15.11 Sustainability aspects of detailed design

1. Every development of five or more units (or 500m^2 and above for commercial buildings) should submit a sustainability strategy covering a whole life cycle analysis, conservation and management of energy and water and the compliance of materials selected with sustainability principles.

2. New buildings should meet or exceed the "Good" standard contained in the BREEAM guidelines for business developments and Code Level 4 of the Code for Sustainable Homes guidance for residential and other developments.

3. All new development should make reference to Blyth Valley Climate Change and Air Quality Strategy 2006.

4. A large part of the study area is within the Environment Agency Flood Risk therefore the design of buildings may need to consider the raising of floor levels to ensure the developments are safe from flooding. Taking into consideration the impact from climate change, including sea level rise, floor levels may have to be raised to a substantial height and bare significant weight and influence on the design of a development. We consider that developers need to consider this in developing designs for the proposed sites.

4.15.12 Other measures include flood resilient walls, floors, windows and doors.

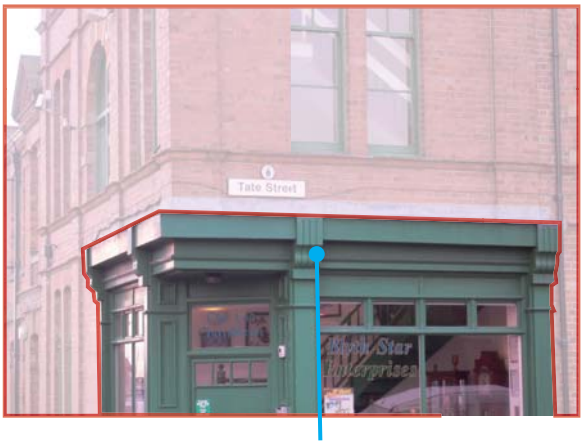
4.15.13 Vegetation and soft landscaping areas can also reduce run off rates, as well as play a visual role in enhancing urban areas and create spaces for wildlife.

4.15.14 Grey water recycling should be considered and use of pourus materials where appropriate to external hardscape areas to reduce excess surface run off.

4.15.15Green/living roofs

Consideration must be given to incorporating green/living roofs in suitable properties and designs must be innovative to provide feeding, roosting and nesting sites for birds of importance both for the designated sites and the Local Biodiversity Action Plan.

Figure 4.31 Integration of renewable energy solutions.



Use of good quality materials, good proportions and detailing

Figure 4.32.

4.15.16 Quality, aging and sustainability of materials

Sustainability principles should be embedded in the decision making process for materials. The criteria used for making choices should include:

1. Achieve good quality materials and fixings (this is especially the case with contemporary buildings which have less decoration, and rely more on the finish of the materials).
2. Assess the environmental impact and choosing those materials with the least impact as possible.
3. Incorporate the sustainable sourcing of materials (e.g. possibilities for sourcing locally, use of recovered, reusable and recycled materials).
4. Selecting those materials that wear well with age and last a long time and avoiding those that weather badly (consider weathering properties at the beginning of the design process).
5. Use materials such as d - NOX which assist is reducing the level of pollutants in air quality.

4.14.15 Care needs to be taken with finishes that require more maintenance such as some timbers. Other materials such as some cladding and render finishes can often fade and appear rather dull after they have been exposed to the sun's rays for a period of time. Examples of how materials appear after they have been weathered should normally be sought.



CHAPTER 5 CHARACTER AREAS AND NEW DEVELOPMENT

5.0.0 CHARACTER AREAS AND NEW DEVELOPMENT

5.1.0 Introduction

5.1.1 New development should make reference to the area in which it is located. This section aims to document the principle considerations of each character area in terms of scale, massing and density.

5.1.2 The role of the River Blyth and Blyth's proximity to the coast has shaped Blyth's history, culture and economic prosperity. However, the relationship between the Town Centre and water has become dislocated. The current heart of the Town Centre is only four or five minutes walk from the Quayside area however various highway traffic flow measures have cut off the main linkage of Bridge Street to the Quayside. This has been exasperated by years of decline of the port and of the port related uses and accommodation which had formed a vibrant part of the town. Some views towards the river still remain, however others have been blocked by development. In reconnecting the Town Centre with the Quayside views of the river, docks and coastline are most important, providing evidence of both the town's economic growth and industrial heritage. This is illustrated by Figure 5.0.

5.1.3 The Blyth townscape is split into four distinct character areas defined by street axis, reclaimed land, infill development areas and port related activity (Figure 5.1). The first area is the northern commercial area which also shows the residential historic street pattern.

5.1.4 Within this area the location of a railway station and railway lines is identified which fed the coal staithes on the River Blyth in a looped railway line which surrounded the Town Centre as it is today.

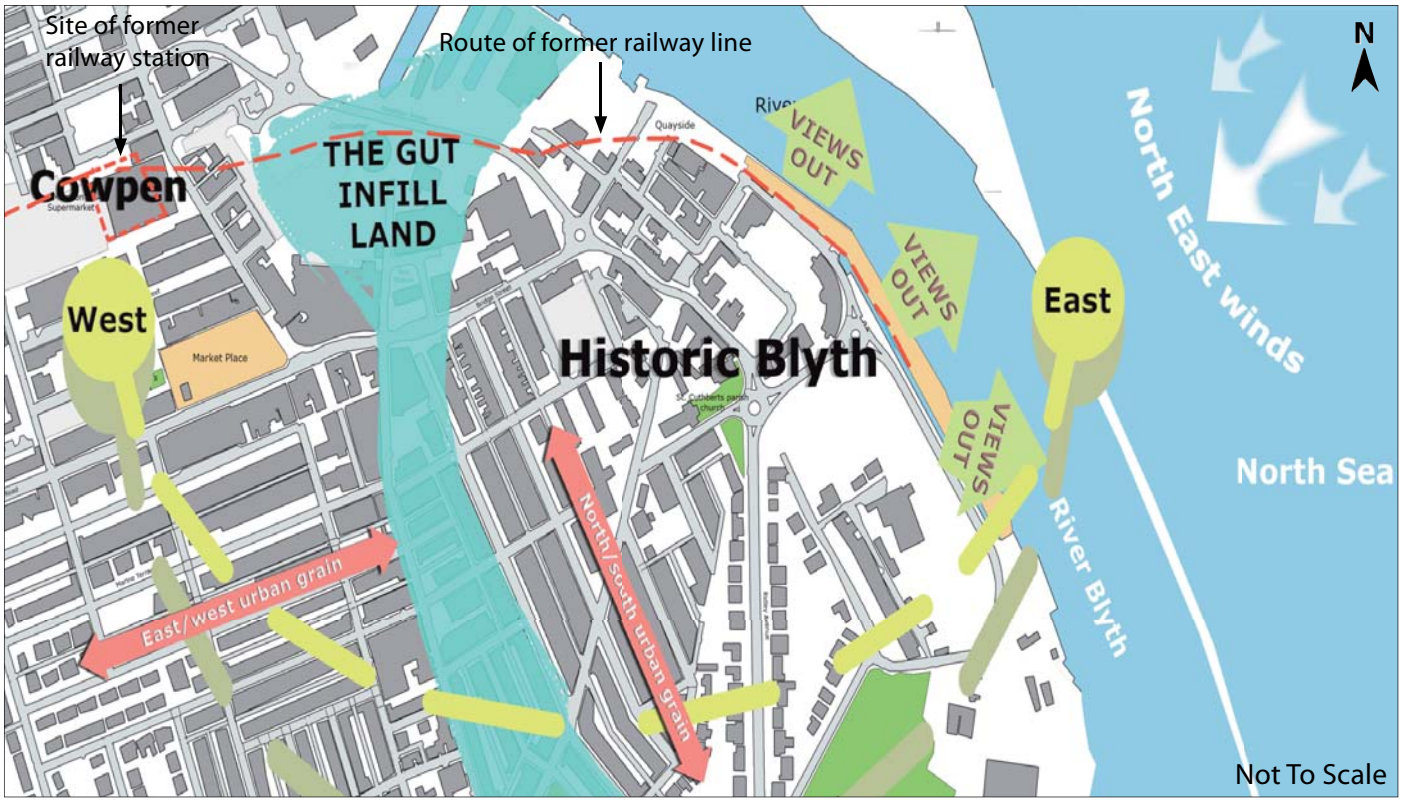


Figure 5.0 Contextual analysis.

5.1.5 The Bridge Street Area relates to land covered by car parking and the Keel Row Shopping Outlet Centre which is in filled development land previously the original tidal basin for the Blyth River which can be clearly seen demarcated by Regent Street and Union Street.

5.1.6 This area consists predominantly of the former Mechanics Institute, (now the public library), together with the bus station, and former ice rink (now a Bingo Hall). This area runs predominantly in a north / south axis.

5.1.7 The Southern area is located south of Bridge Street consisting of residential and small commercial land uses running on a north/south axis.

5.1.8 The Quayside and Historic area relates to Ballast Hill, Dun Cow Quay and Commissioner's Quay areas with orientation towards the Quayside and port and parallel to the River Blyth.

5.1.9 The Historic area relates to the Heritage Conservation Area boundary and includes key listed buildings (Appendices 4 and 5).

5.1.10 The four character areas are located within the boundary of the Air Quality Management Area (AQMA) in Blyth town centre. The AQMA monitors the levels of Nitrogen Dioxide, Sulphur Dioxide and PM10 particulates in order to assess Blyth town centre's air quality.

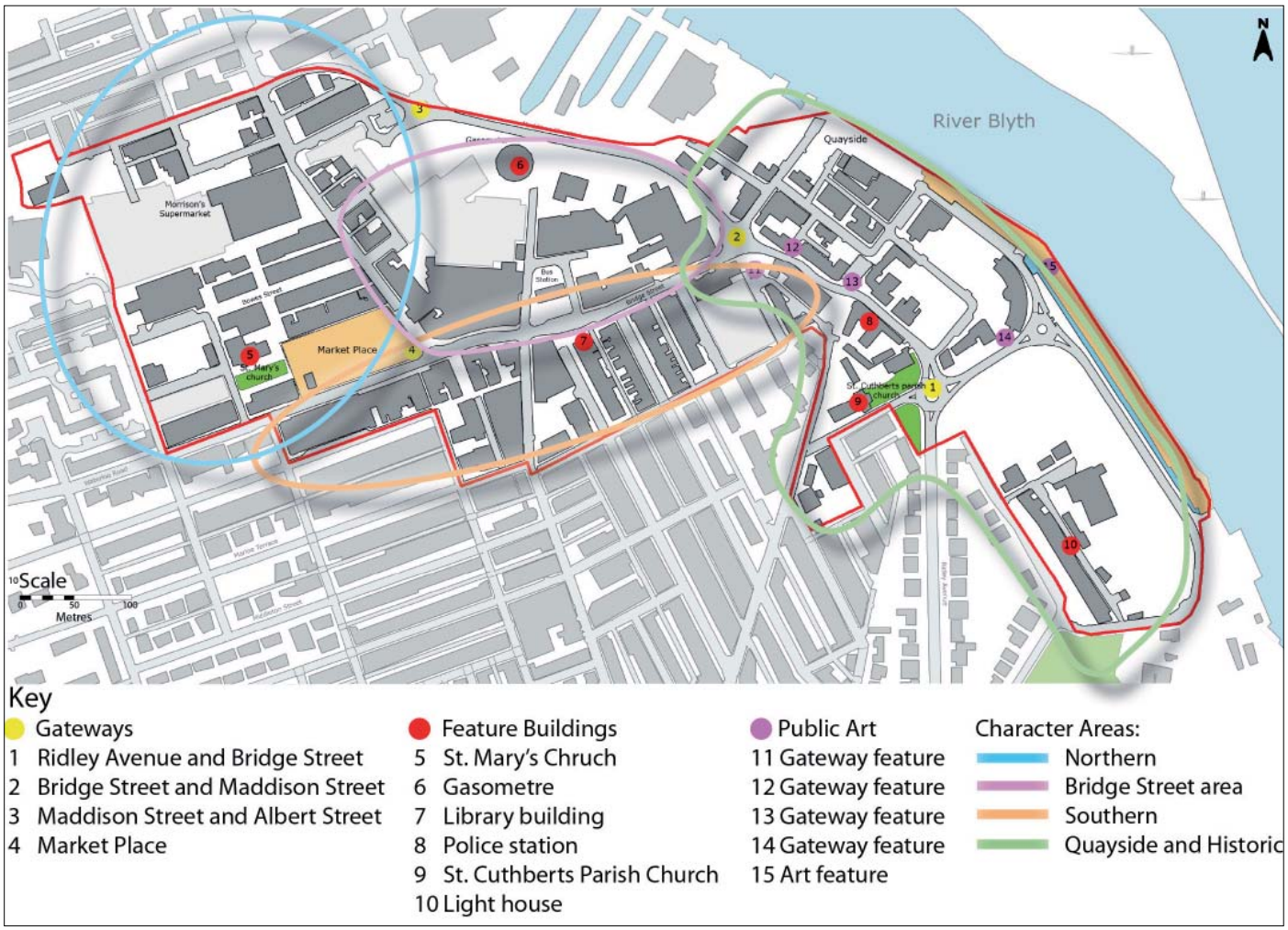


Figure 5.1 Character areas and key features.

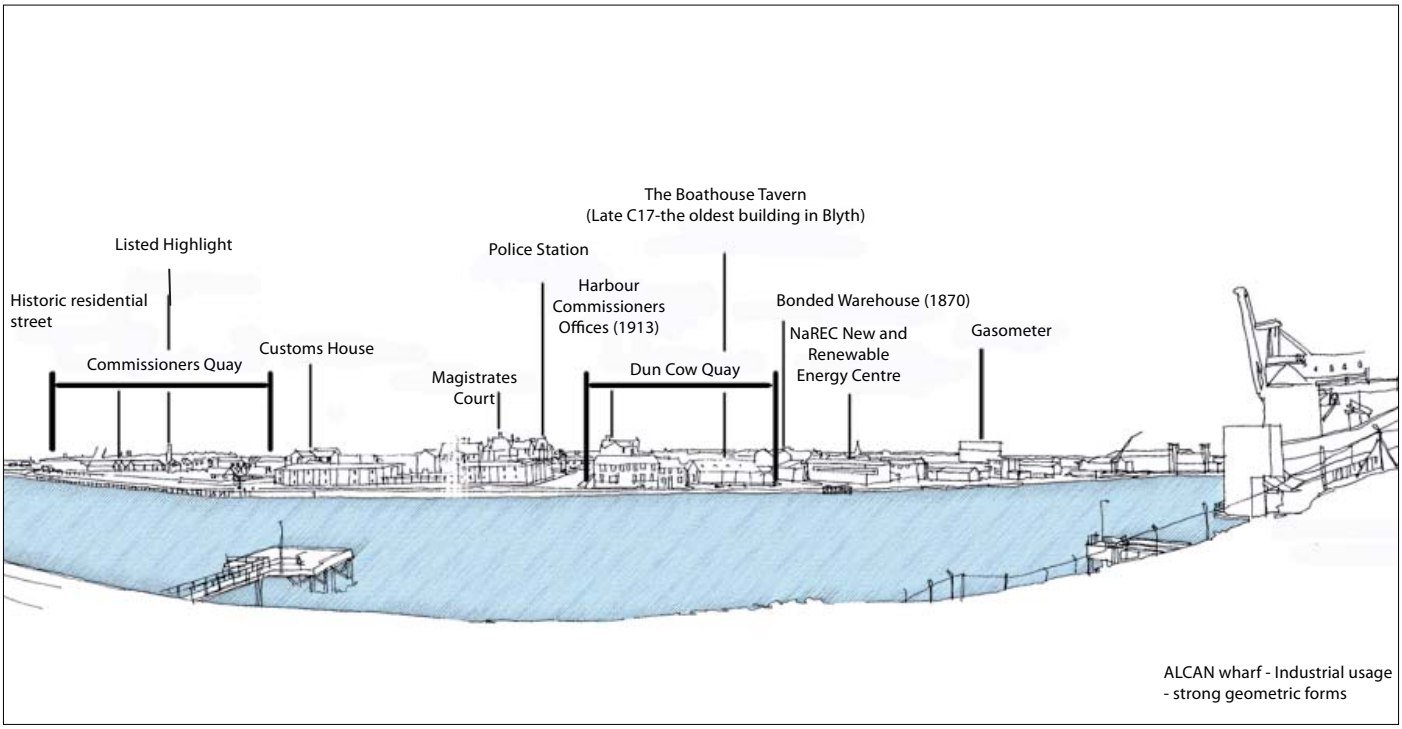


Figure 5.2 Skyline view of Blyth riverside.

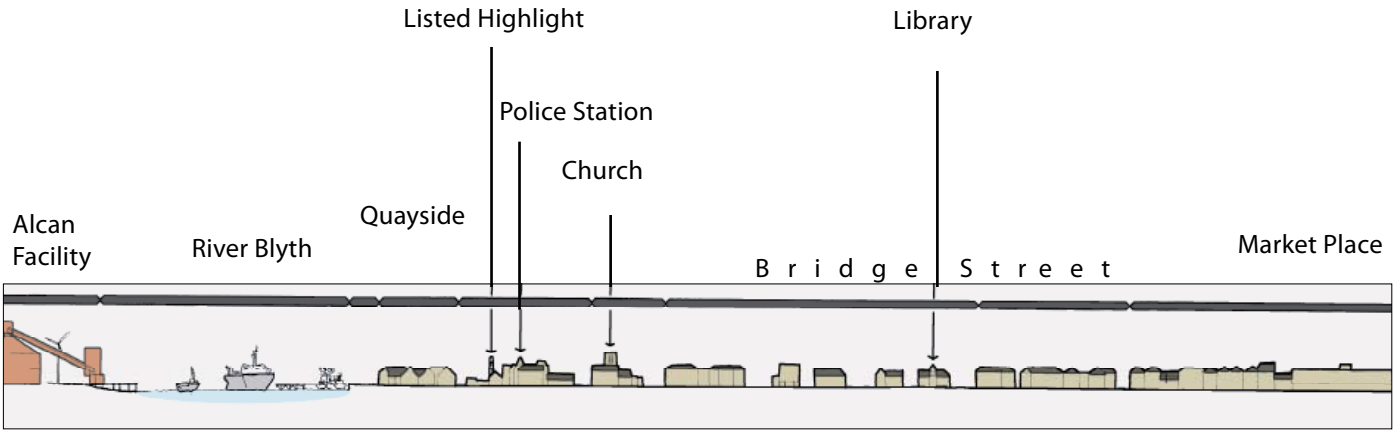


Figure 5.3 Skyline view of Blyth townscape.

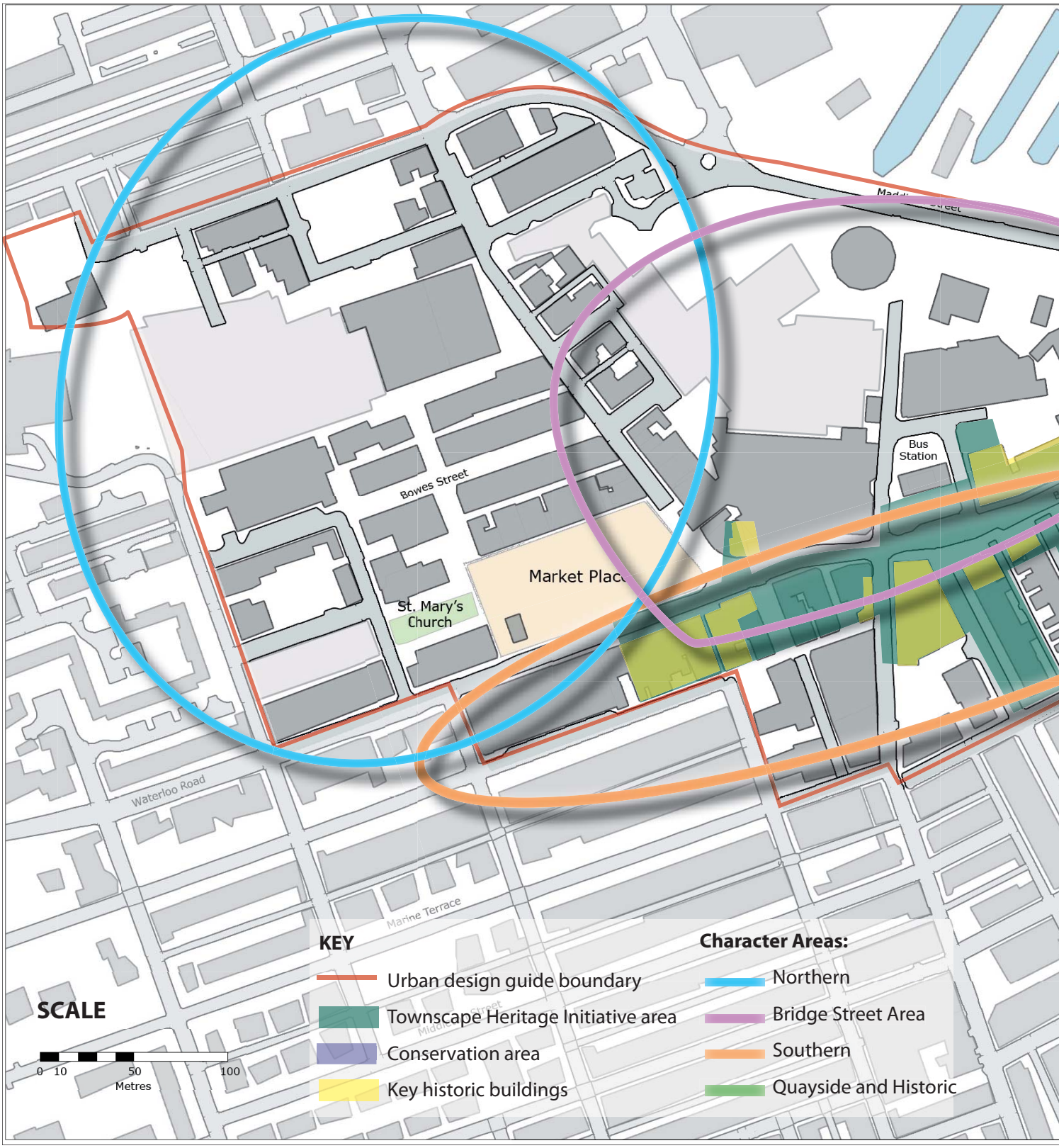


Figure 5.4 Character Areas and Heritage Boundaries Plan.


N
River Blyth
Quayside
St. Cuthberts Parish Church
Ridley Avenue

5.2.0 Character Areas

5.2.1 Introduction

For the purposes of this strategy document, the Town Centre and Quayside Study Area has been split down into individual character areas due to location, architectural style or a specific sense of place.

5.2.2 The character areas are illustrated in Figures 5.1 and 5.5.

5.2.3 The boundaries of adjoining areas are not exactly split street by street however the overall "zone" is suggested and there are overlaps between adjacent zones.

5.3.0 The Northern Area - Character Area 1

5.3.1 The northern area includes the northern most part of the commercial centre of Blyth and has boundaries towards the north residential areas of Cowpen. This character zone is typified by :

1. A domestic scale of generally two storey terraced units in a traditional perimeter block street pattern.

2. Three storey height is used only at significant corners or key landmark buildings.

3. This area has been largely redeveloped from the middle of the last Century with infill buildings and mediocre architecture.

4. Some traditional architecture still exists in the existing street patterns of Bowes Street, Church Street, Wanley Street and Station Street. However later commercial infill of larger commercial / food retail units redeveloped over the original Blyth Railway Station area has produced areas of back land, undeveloped areas and a breakdown in the original street patterns.

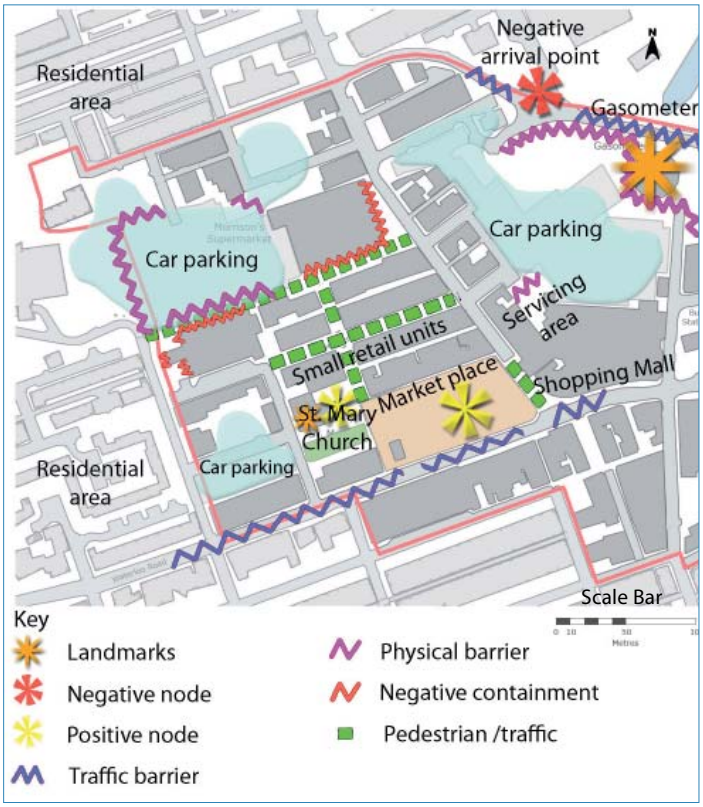


Figure 5.5 Northern character area contextual analysis.

Figure 5.6 Distinctive traditional shop front.

Figure 5.7.

Figure 5.8 Regent Street.

Figure 5.9 Typical street.

1. Modest scale, massing and architecture
2. Simple detailing
3. Double frontage
4. Simple window design

Figure 5.10.



5. The Victorian terraced units are of a simple architectural style with simple rhythm, scale and proportion.

6. Traditional terraced streets have active frontage at ground and first floor level with commercial/ retail at ground floor and living accommodation above.

7. Traditional units are generally single fronted domestic width however some buildings have been altered to double frontage.

8. Later infill developments have destroyed the street pattern and later public realm enhancements have failed to deliver quality streets and public spaces.

5.3.2 Storey heights

1. Generally are 2.5 - 2.8m ground to first floor, 2.5 - 2.8m floor to ceiling at first floor level.

2. Northern Quarter – Height to width ratio of street is generally 1:2 and 1:3 (Figure 5.16)

5.3.3 Roof line

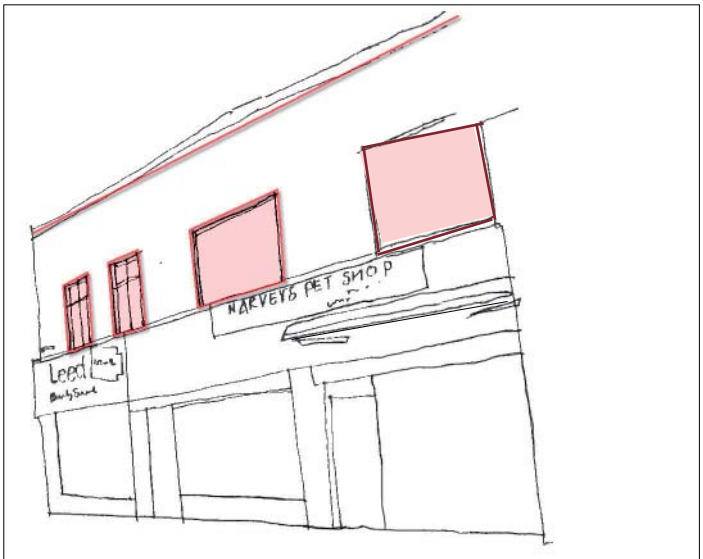
1. Generally traditional pitched roof with some alteration to the roof space to provide additional accommodation with roof lights, dormer windows etc.

5.3.4 Materials

1. Generally red brick, stone detailing, slate roof tiling, traditional timber windows – infill architecture of varying quality in brick, render, UPVC and aluminium windows and flat roofs.

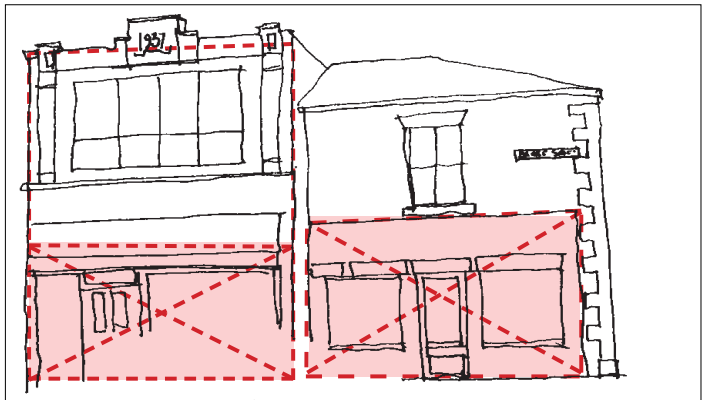
5.3.5 Density

Density in the Northern character area is approximately circa 65 units per hectare.



1. Twentieth century infill redevelopment
2. Simple detail and fenestration design
3. Generally flat roofs and inferior quality materials
4. Scale and proportions of windows uneven
5. No rhythm to facade

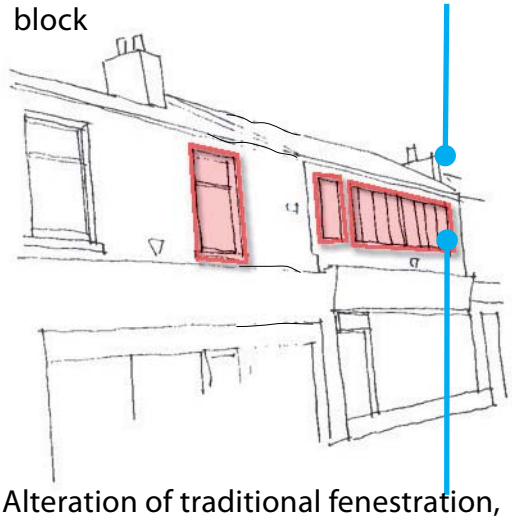
Figure 5.11.



1. Modest scale of shop unit with accommodation above
2. Domestic scale

Figure 5.12.

Unbroken roof line of traditional street in linear block



Alteration of traditional fenestration, proportion and rhythm not in keeping with original design

Figure 5.13.



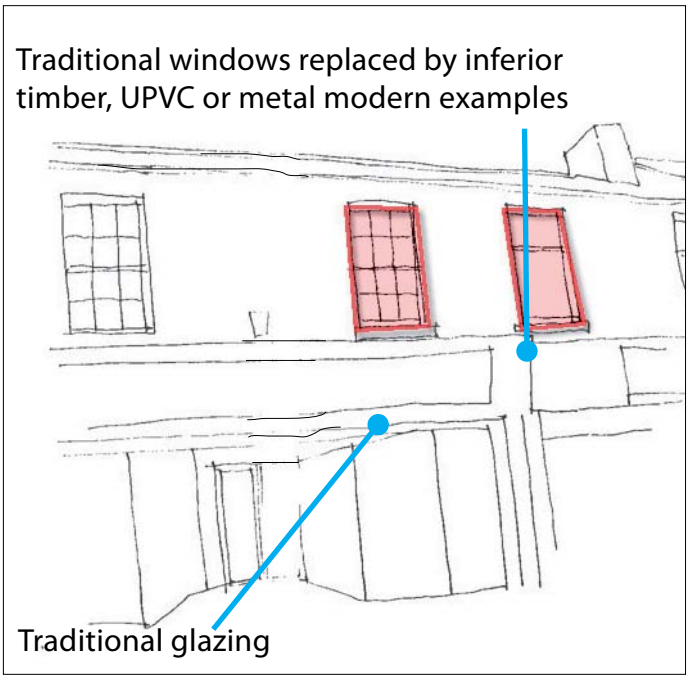
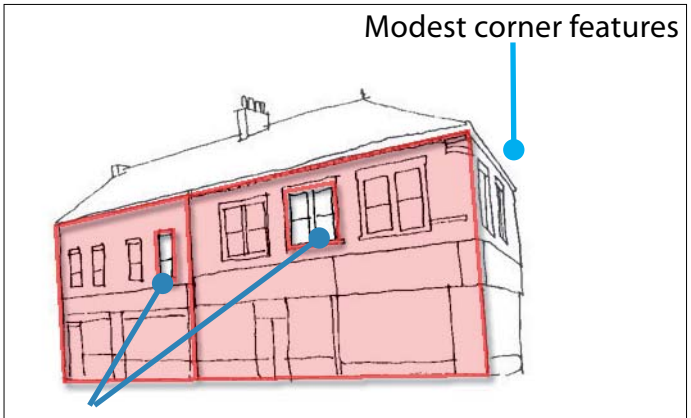
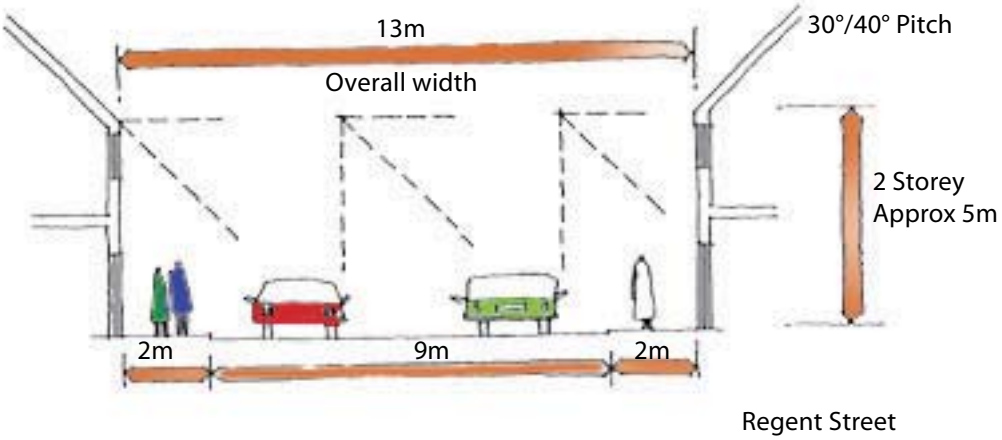


Figure 5.14.



1. Generally 2 storey
2. Single and double frontage units (conversion)
3. Traditional pitched roof
4. Simple single and double fenestration design
5. Generally accommodation above - now storage or vacant which in many cases, reduces activity at first floor level

Figure 5.15.



1. Ratio of building height to street width of 1:2.5
2. Good proportion by build height

Figure 5.16 Northern character area, typical street height to width ratio.

5.4.0 Bridge Street Area - Character Area 2

5.4.1. This area includes the majority of Blyth's traditional distinctive architecture and street pattern.

2. Generally three to four storeys, (four storeys utilised at key node points or landmark buildings).

3. A mix of Georgian, Victorian and Queen Anne period architecture and infill developments of generally good architectural standard on Bridge Street which provides the main shopping offer at ground floor level.

4. Major buildings such as the Library, Barclays Bank, the Post Office, the former Lloyds / TSB Bank building - generally single or double fronted units.

5.4.2 Storey heights

The scale of the Civic Buildings on Bridge Street are generally three and four stories in height on a traditional floor to floor heights of – ground floor circa: 3.5 plus metres, first floor to floor height circa: 3 to 3.5 metres and second floor to floor height circa: 2.5 metres.

5.4.3 Roof line

1. Non dominant / set back behind substantial parapet.

2. A varied mix of architectural style and detail exists along Bridge Street however, a generally constant floor to ceiling height, rhythm, composition and scale of fenestration together with a complimentary mix of materials between buildings provides a cohesive, enlivened and pleasing "High Street".

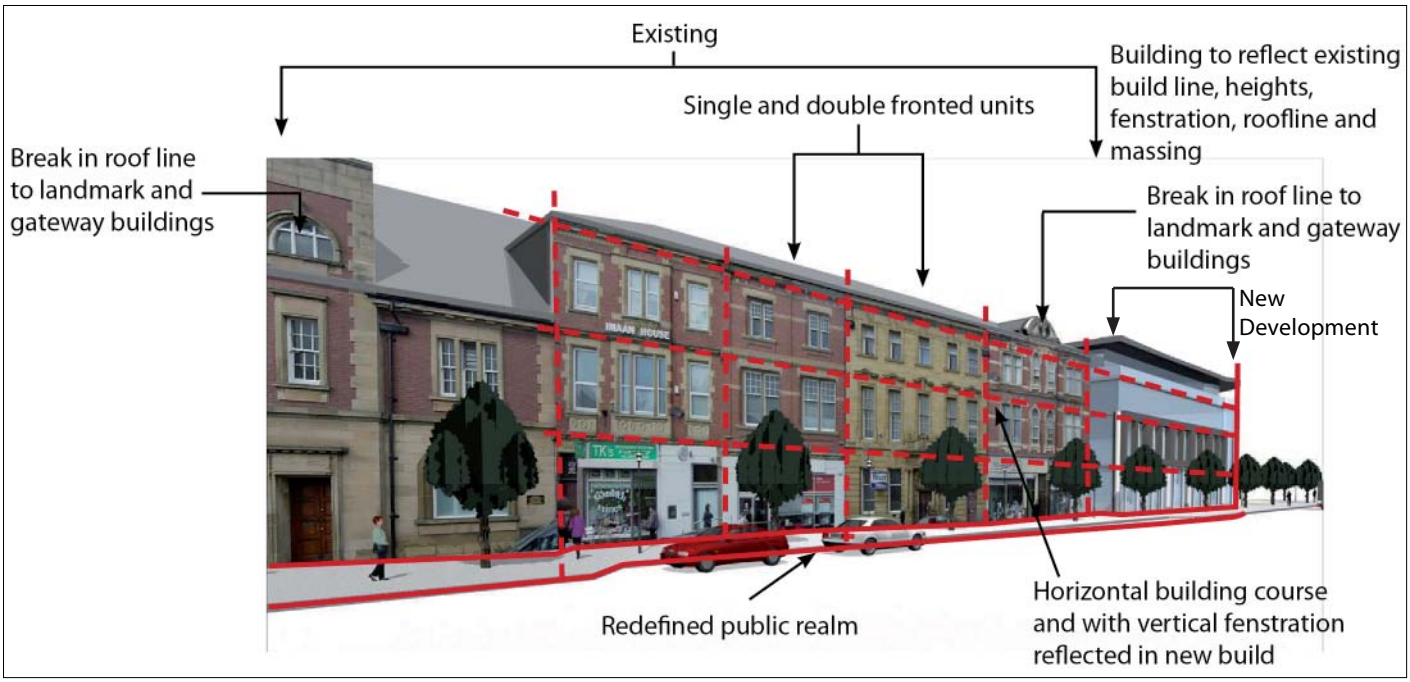


Figure 5.17 Generic built form guidance.

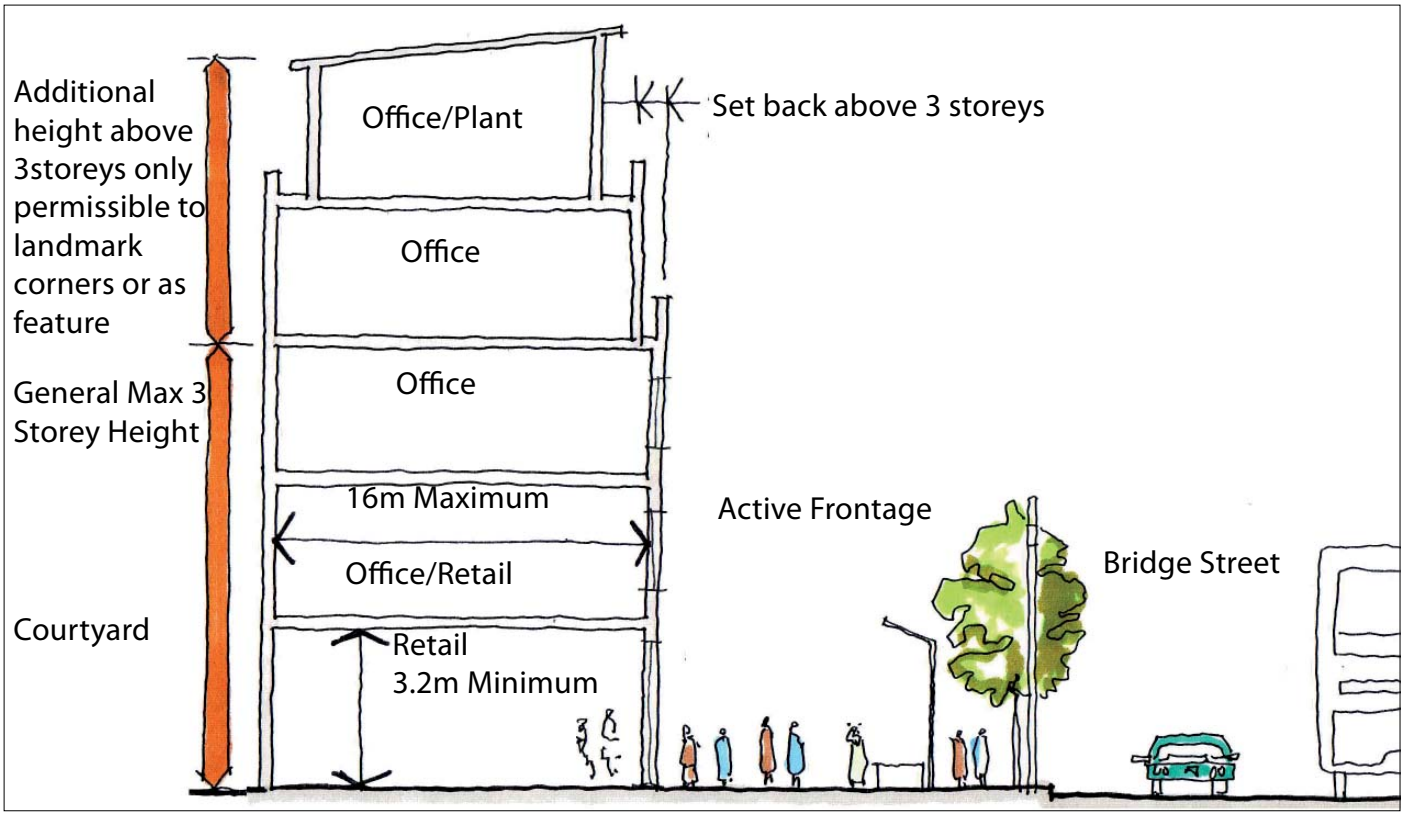
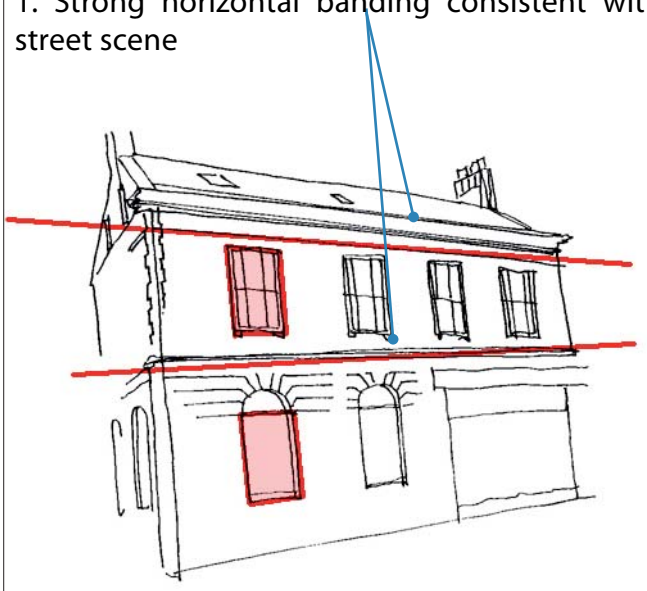


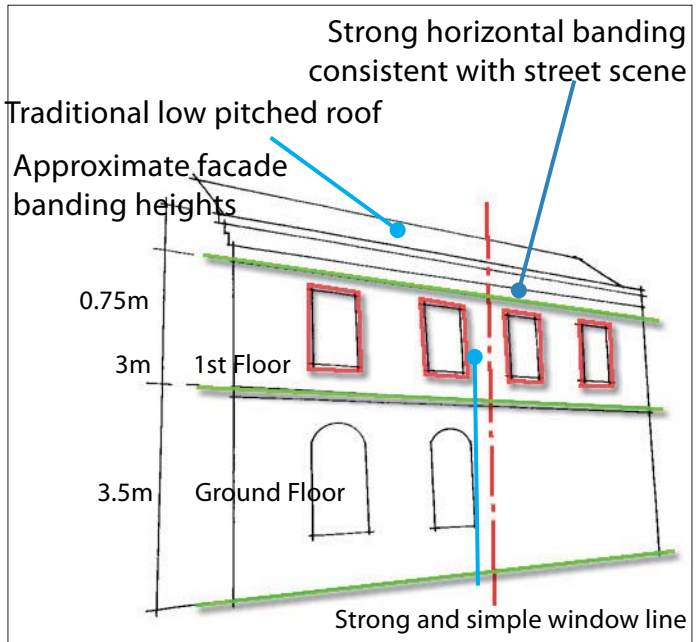
Figure 5.18 Indicative generic section through new build - example.



1. Strong horizontal banding consistent with street scene



2. Traditional facade
3. Good proportion, detailing and rhythm



1. Brick and stone detailing
2. Asymmetrical following later changes to shop front facade
3. This breaks up symmetry of streetscene
4. 2 storey

Figure 5.19.

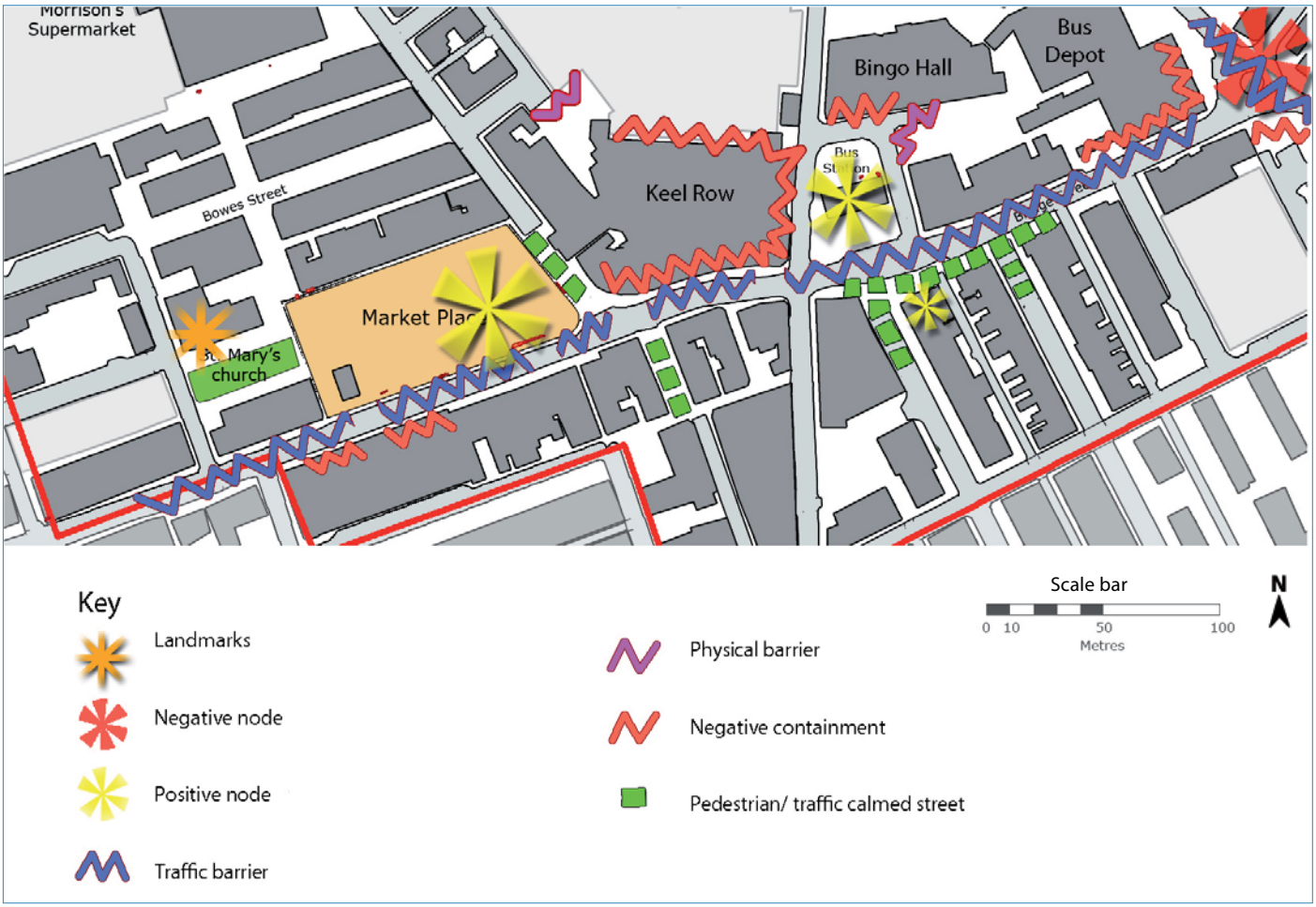


Figure 5.20 Bridge Street Area character area contextual analysis.

5.4.4 Materials

1. Generally high quality materials have been used – brick, reds and yellows, sandstone detailing in quoins, eaves, window fenestration surrounds, banding courses and plinths etc. Traditional timber sash windows and slate pitched roofs.

2. Generally active ground floor commercial use with mainly empty upper floor accommodation utilised only for storage etc.

3. Infill areas include the Keel Row Centre – a late twentieth century addition to the High Street of standard architectural style from this period.

4. Back land and infill areas to the north of the character area include car parking, gas monitor and other infill developments which are "tired" and in need of reinvention.

5. Height to width ratio to street is generally 1:2 to 1:3

Figures 5.21 - 5.24 show typical images of the Bridge Street character area.

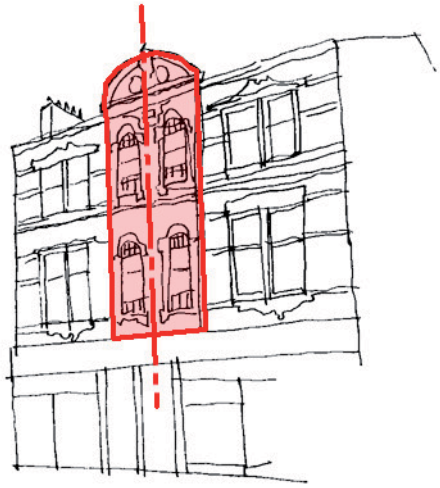
Figure 5.21 View along Bridge Street towards the public library.

Figure 5.22 Bridge Street facade.

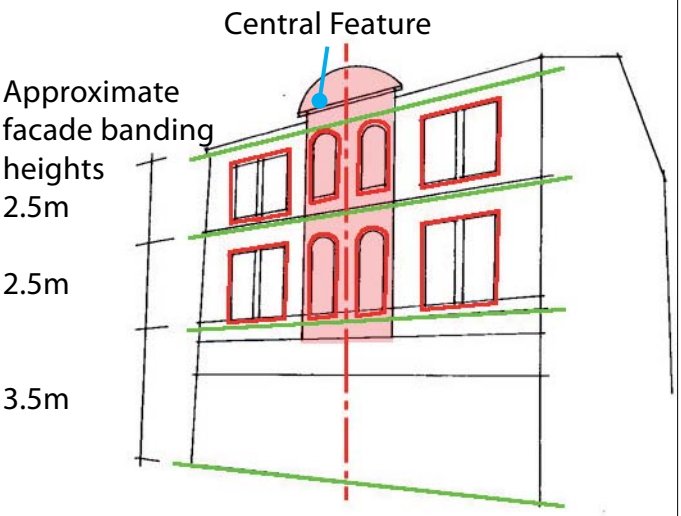
Figure 5.23.

Figure 5.24 Clock tower library building.





1. Example of ornate detailing and quality craftsmanship
2. Strong horizontal banding courses
3. Symmetrical
4. Central architectural feature
5. Breaking up roof lines

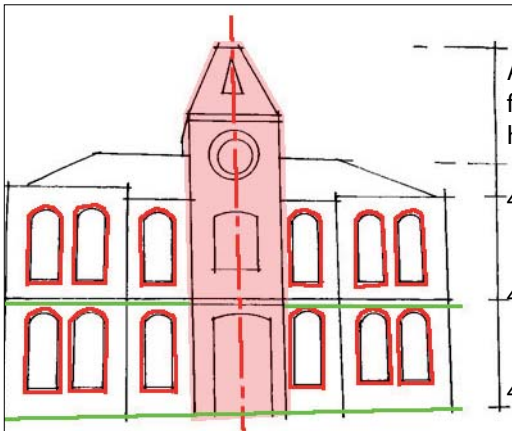


1. Simple rhythm and proportion
2. Symmetrical about centre of facade
3. 3 storey

Figure 5.25 Bridge Street facade.



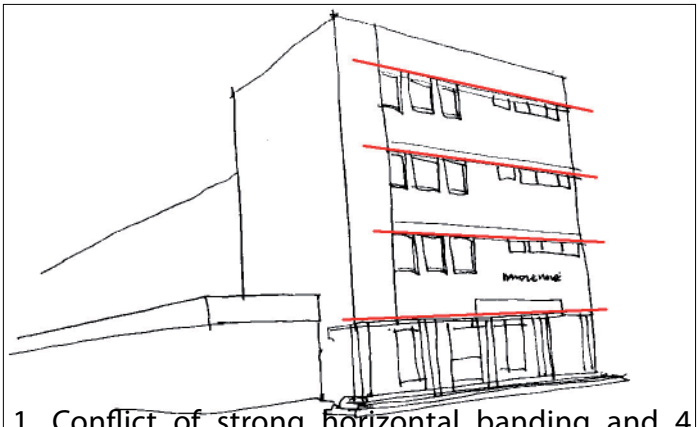
1. Simple use of brick and stone detailing
2. Symmetrical design
3. Central landmark feature breaks roofline
4. Strong rhythm and proportion
5. Stand alone building



1. Double frontage
2. 2 storey
3. Symmetrical about centre
4. Central landmark feature
5. Roofline broken by central landmark feature
6. Strong rhythm and proportion
7. Simple use of brick and stone detailing

Figure 5.26 Former Mechanics Institute Building now the public library.





1. Conflict of strong horizontal banding and 4 storey height
2. Landmark created by 4 storey height
3. Ground floor frontage set back reducing its effectiveness

Figure 5.27 Bridge House, Bridge Street.

Use of feature bay windows and details to provide interest to corner

Figure 5.28.

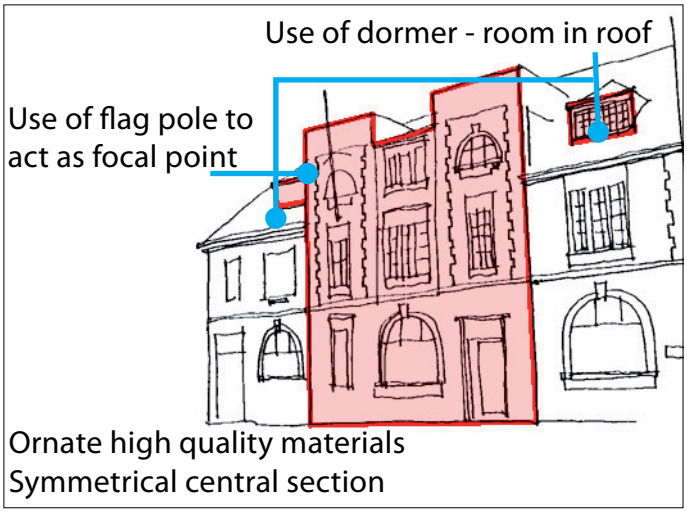


Figure 5.29 Post Office Building, Bridge Street.



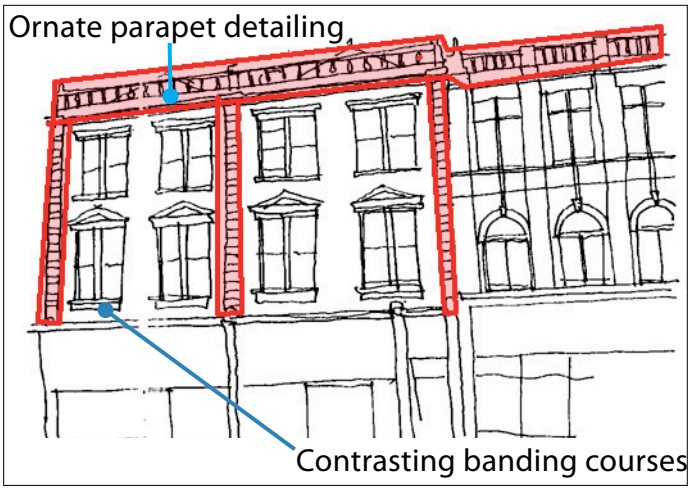


Figure 5.30.

1. Ornate detailing emphasises importance of building
2. High quality materials and craftsmanship
3. Double frontage
4. Strong rhythm and proportion of fenestration

Figure 5.31.

1. Use of dormer window to break up and adds interest to roof line
2. Increase scale and importance of building

Figure 5.32.



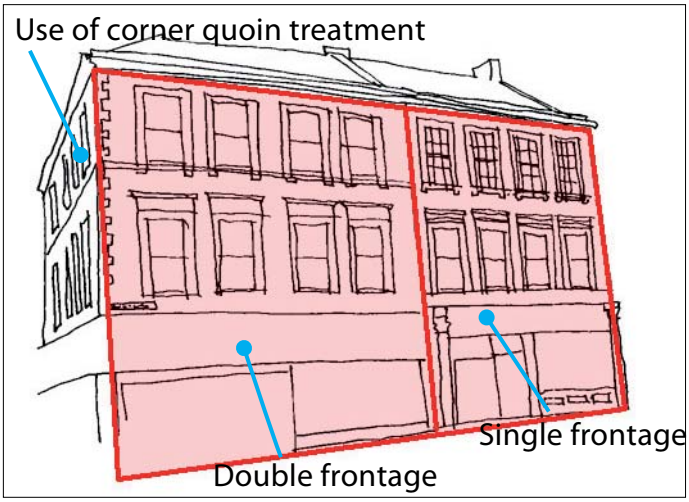


Figure 5.33.

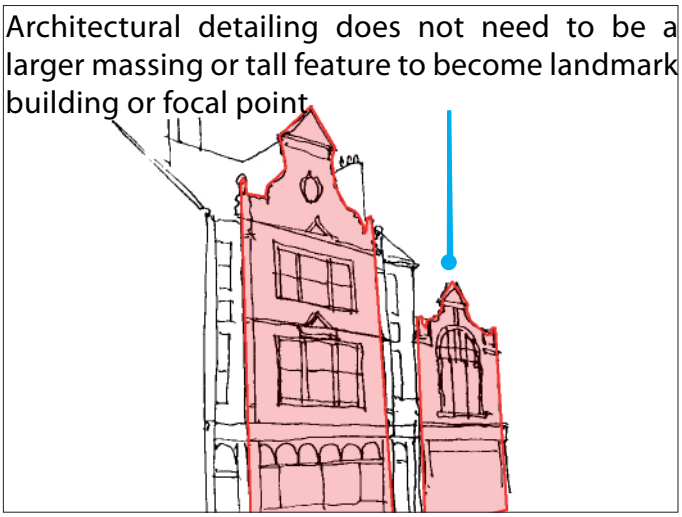
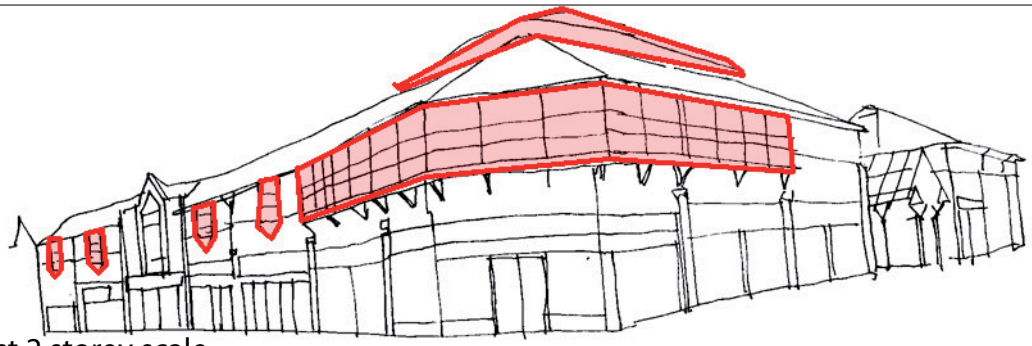


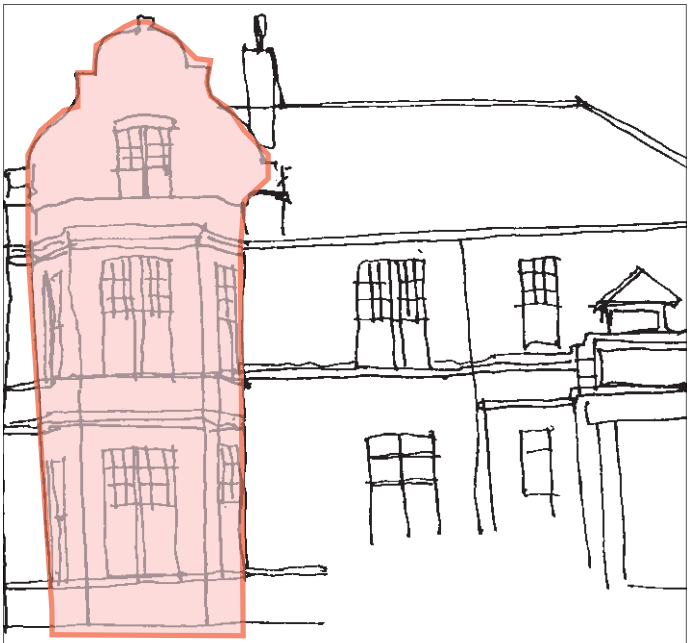
Figure 5.34.



1. Modest 2 storey scale
2. Use of a limited palette of materials
3. Fenestration detailing and proportion not in keeping with surrounding
4. Roofline raised at corner to provide additional massing
5. Non active frontages reduce building integration with streetscape

Figure 5.35.

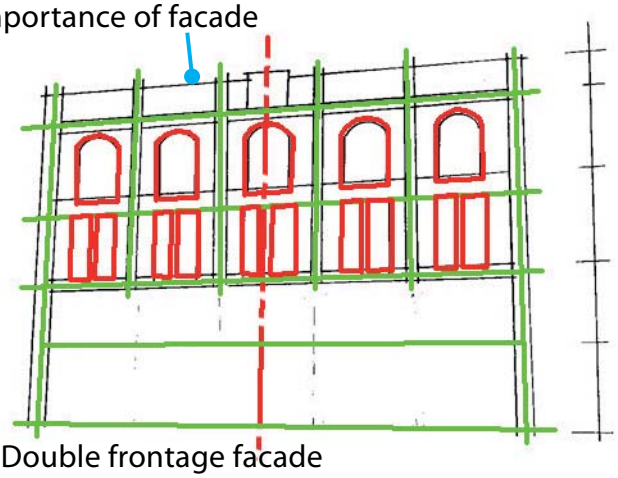
Figure 5.36 Keel Row shopping centre - inward looking shopping development detracts from Bridge Street shopping experience.



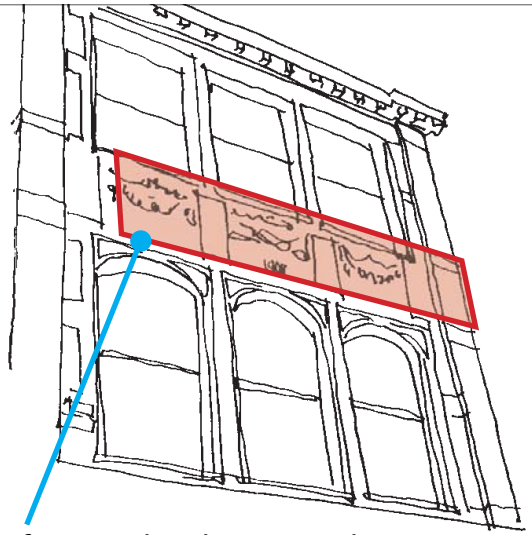
1. Corner landmark detailing and massing
2. Asymmetric design feature bay detail and use of room in roof
3. 2-3 storey

Figure 5.37.

High parapet line to emphasise importance of facade

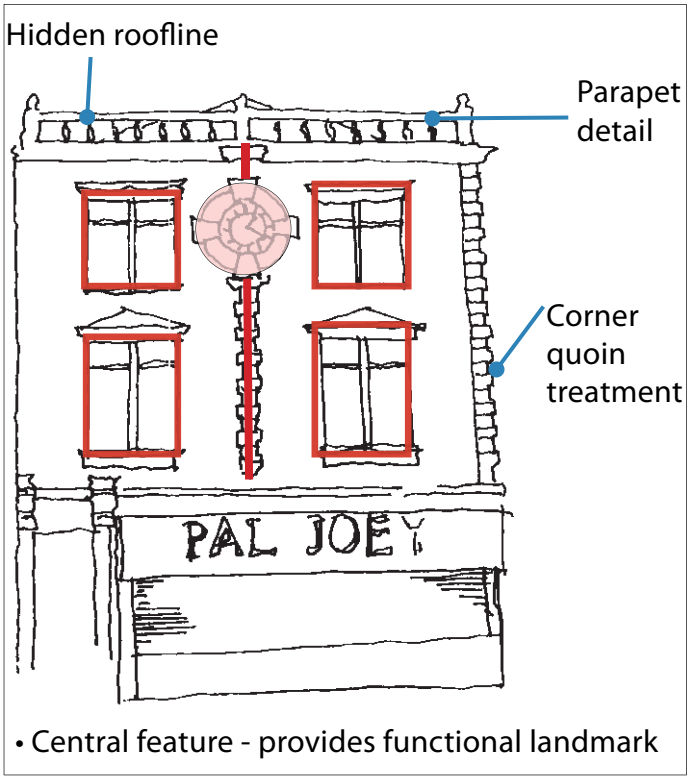


1. Double frontage facade
2. 3 storey
3. Strong vertical and horizontal banding
4. Strong detailing and use of contrasting materials
5. Symmetrical about centre
6. Strong vertical emphasis ensure this facade stand out from surrounding horizontal emphasis buildings to create alternative landmark building without breaking through roofline
7. Banding courses create strong feature and creates uniqueness within streetscape

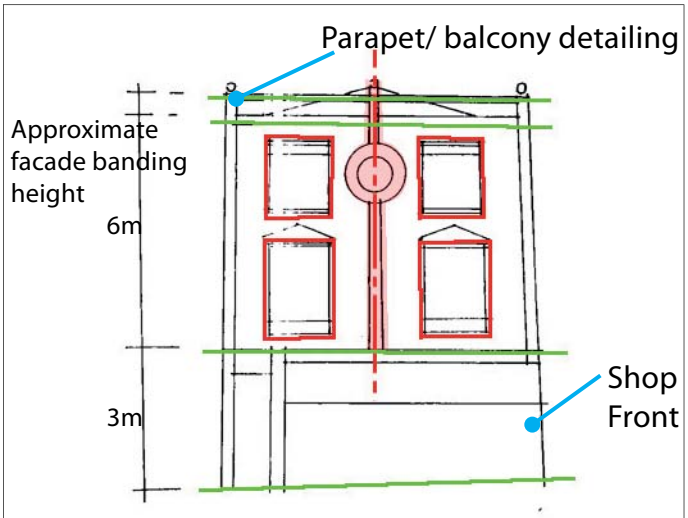


Ornate feature detailing provides interest and variety of street scene at upper level

Figure 5.38.

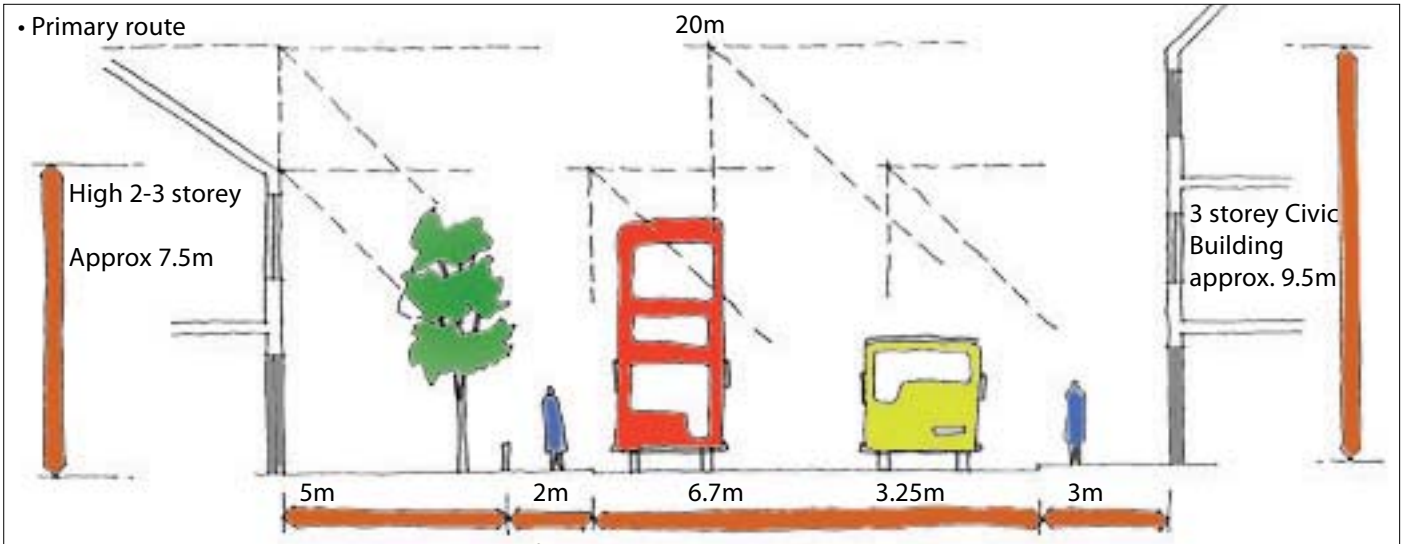


• Central feature - provides functional landmark



1. Single frontage
2. Simple symmetrical layout
3. Central landmark feature
4. Non dominant roofing
5. 3 storey

Figure 5.39.



Southern side building height to width ratio of 1:3
Northern side building height to width ratio of 1:2
1. Good proportion - however buildings close to traffic
2. Traffic dominant due to road width
3. Pedestrian use is secondary

Figure 5.40. Bridge Street Area character area

5.5.0 Southern Area - Character Area 3

5.5.1 This area is located south of Bridge Street and includes :

1. Traditional residential units of two to three stories in height in a traditional terraced street pattern together with back land areas, car parking and larger public buildings such as the former cinema, public houses and churches.

2. This area is unique in its location adjacent to the "High Street".

3. Generally of domestic scale of circa 2.5 metres storey
floor to floor heights.

4. Materials – brick, stone detailing and pitched slate roofs.

5. The traditional residential streets have a good architectural quality, rhythm, composition and scale.

6. Mid to late twentieth century buildings also exist and are of mediocre architectural style and pastiche.

7. Height to width ratio of street is generally 1:3

5.5.2 Density

Density in the Southern residential areas are above 65 units per hectare.

Figures 5.41 - 5.44 show typical images of the Southern character area.

Figure 5.41.

Figure 5.42.

Figure 5.43.

Figure 5.44.

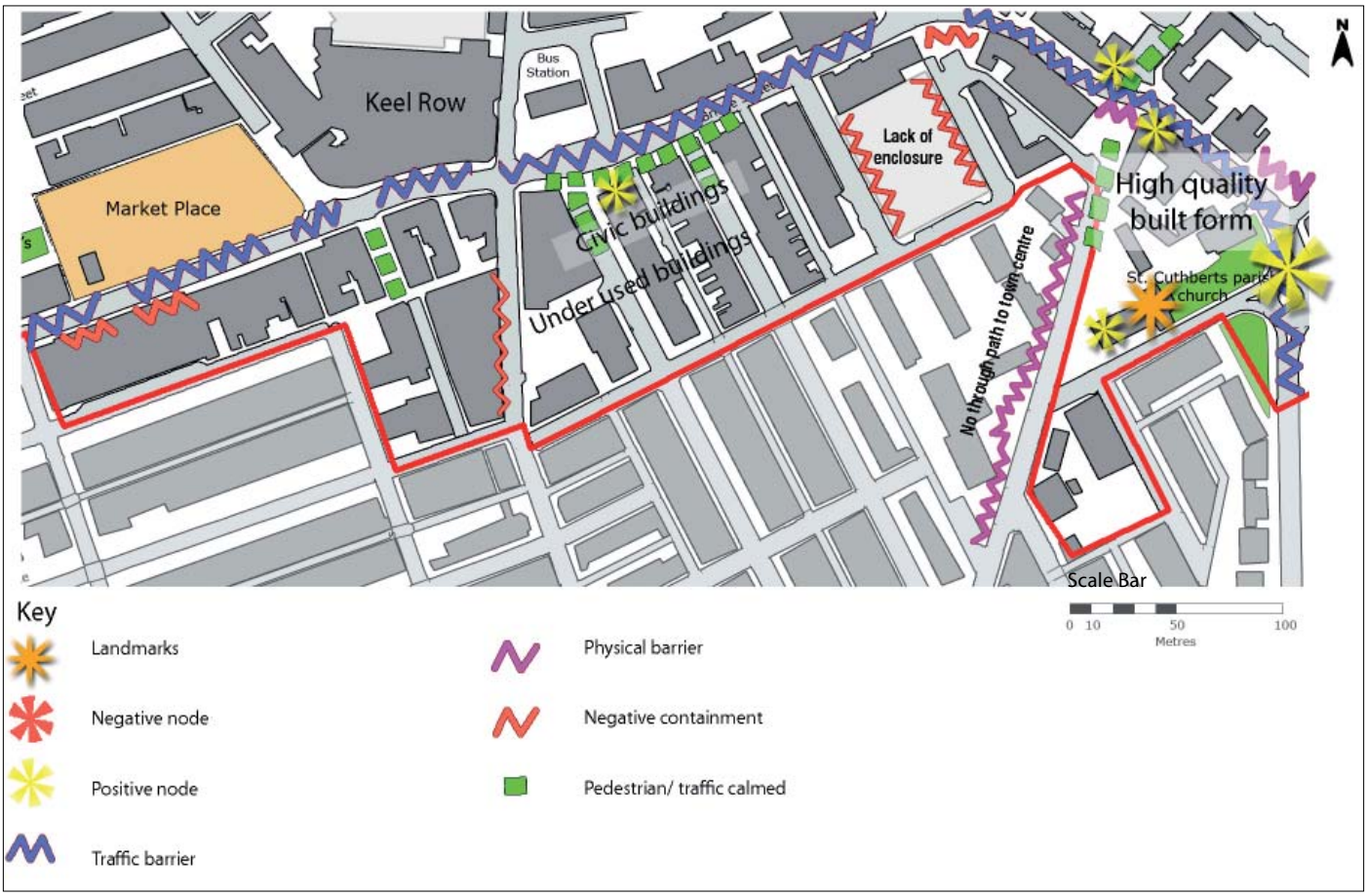
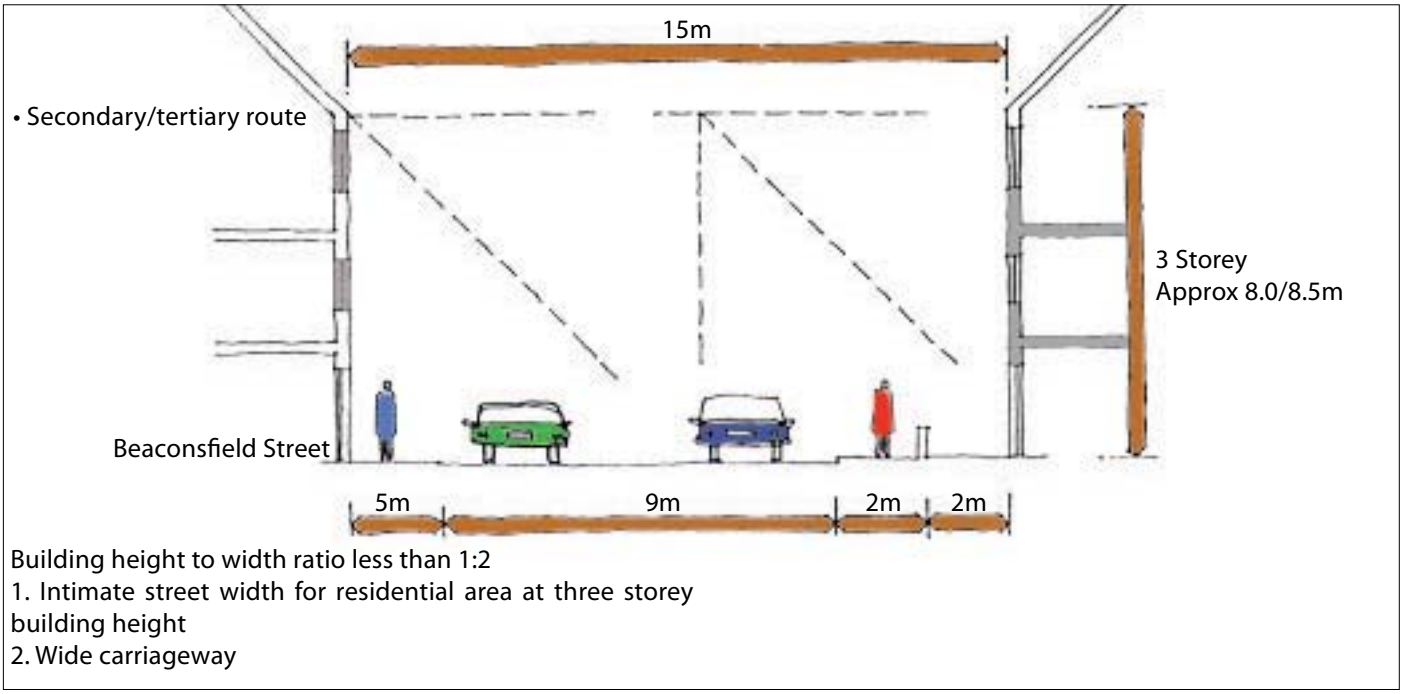


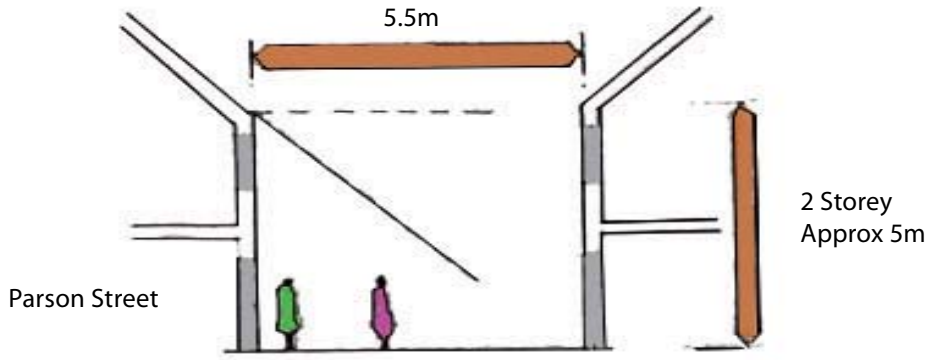
Figure 5.45 Southern character area contextual analysis.



Building height to width ratio less than 1:2
1. Intimate street width for residential area at three storey building height
2. Wide carriageway

Figure 5.45.

• Tertiary route



1. Ratio of building height to street width of 1:1
2. Mews form
3. Pedestrian primacy created
4. Intimate and pedestrian friendly

Figure 5.46.

5.6.0 The Quayside and Historic Area - Character Area 4

5.6.1 The Quayside area is located adjacent next to the Blyth River and exhibits the following characteristics.

1. Maritime / Port related usage.

2. Generally 2 - 2.5 storeys with occasional three storey.

3. Generally mews style / warehouse / workers units.

4. Generally domestic in scale with circa 2.5 - 2.8 metre storey heights.

5. Materials – brick, stone detailing, slate roofing, traditional timber windows.

6. Simple and functional domestic scale architecture of the turn of the twentieth century together with other infill warehouse developments.

7. Some active frontages to the Quayside area with living accommodation above.

8. Other back land areas of small, residential terraced units.

9. Some redevelopment and renovation works already exist with new buildings such as Eddie Ferguson House which is simple late twentieth century architecture together with other public realm enhancements.

10. Commissioners Quay – further public realm improvements to the original Staithes structures to form attractive Boulevard walk around the Quayside frontage.

11. Port related uses historically dominated this area.

12. The height to width ratio of the Quayside and historic area is generally 1:1 to 1:2 and 1:3.

5.6.2 The Historic area

The historic area consists of residential areas towards Ridley Park and Civic Buildings at the southern end of Bridge Street.

5.6.3 The Conservation Area includes many of Blyth's distinctive and historical landmark architectural buildings. These include the Police Station, the Customs House, the Commissioners Building, various historical public houses and the Georgian residential houses to Bath Terrace and the eighteenth century highlight which is Grade II listed.

5.6.4 Density

Density in this residential area is generally above 65 units per hectare.

5.6.5 Materials

1. High quality brick detailing, stonework, slate, traditional pitched roofs with ornate corner detailing, landmark features etc.

2. Residential Georgian terraces of simple well proportioned scale and massing.

3. Height to width ratio of streets is generally 1:1 and 1:2 on the southern area of Bridge Street and 1:2 and 1:3 to the southern residential areas.

Figures 5.48 - 5.51 show typical images of the Quayside and Historic character area.

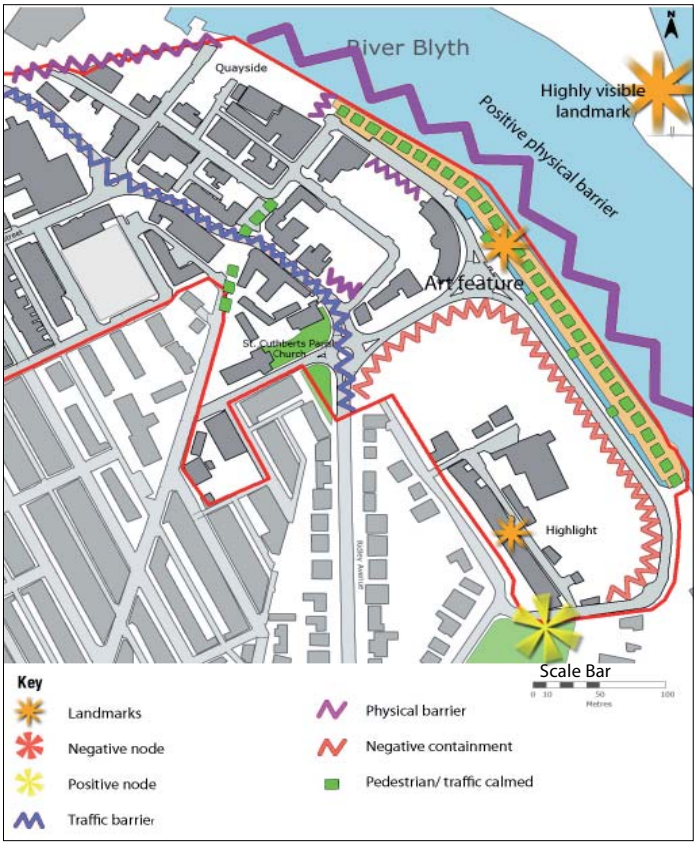


Figure 5.47 Quayside and Historic character area contextual analysis.

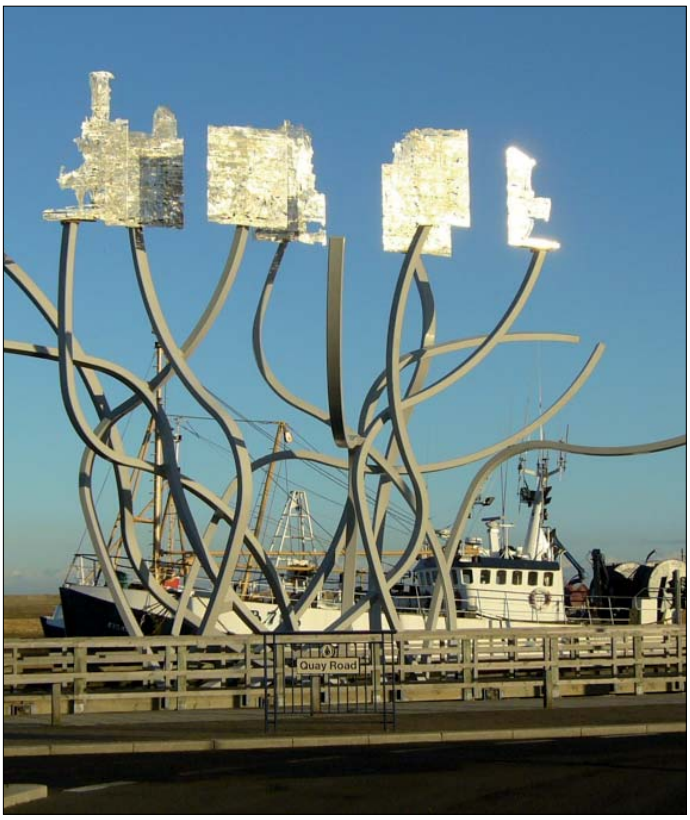


Figure 5.48.

Figure 5.49.

Figure 5.50.

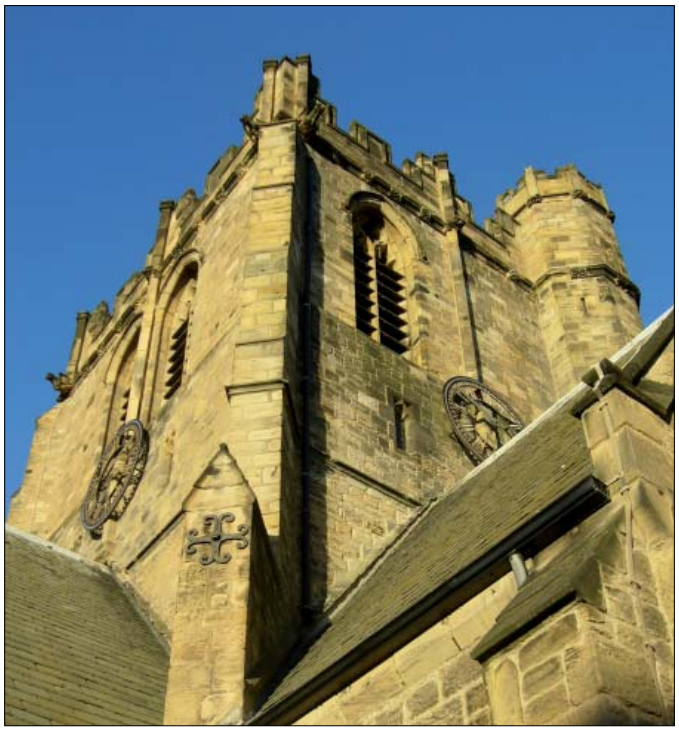
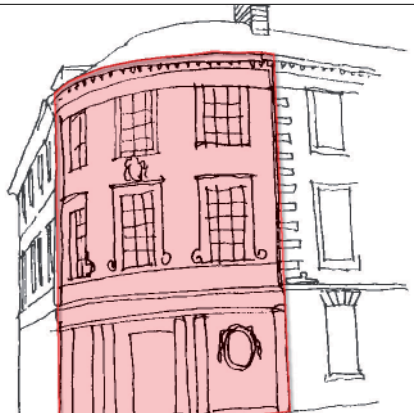


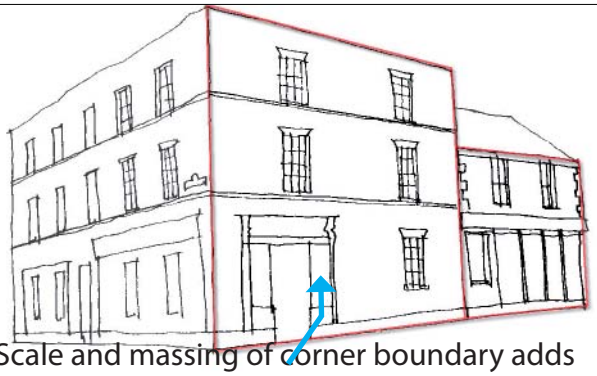
Figure 5.51.





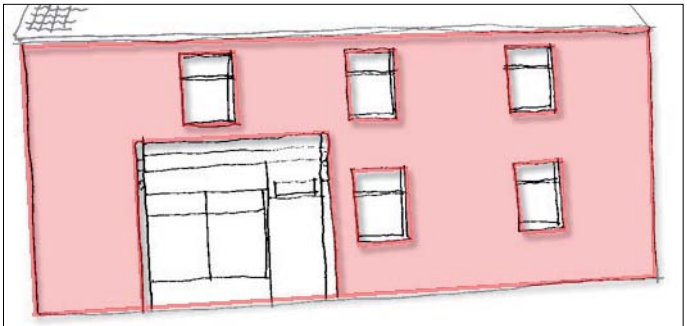
1. Use of high quality detailing and materials
2. Landmark building
3. Within conservation area status

Figure 5.52.



1. Scale and massing of corner boundary adds interest and variety

Figure 5.53.



1. Typical domestic scale
2. Converted accommodation
3. Workers housing
4. Simple massing and detailing
5. Traditional pitched roof with pantile or slate
6. Traditional windows replaced by inferior timber examples in this instance

Figure 5.54.




1. Traditional modest detailing and architecture
2. Warehouse - form follows function design
3. Symmetrical and asymmetrical facades
4. Brick and stone detailing
5. Generally 2-3 storey
6. Use of roof space with roof lights

Figure 5.55.

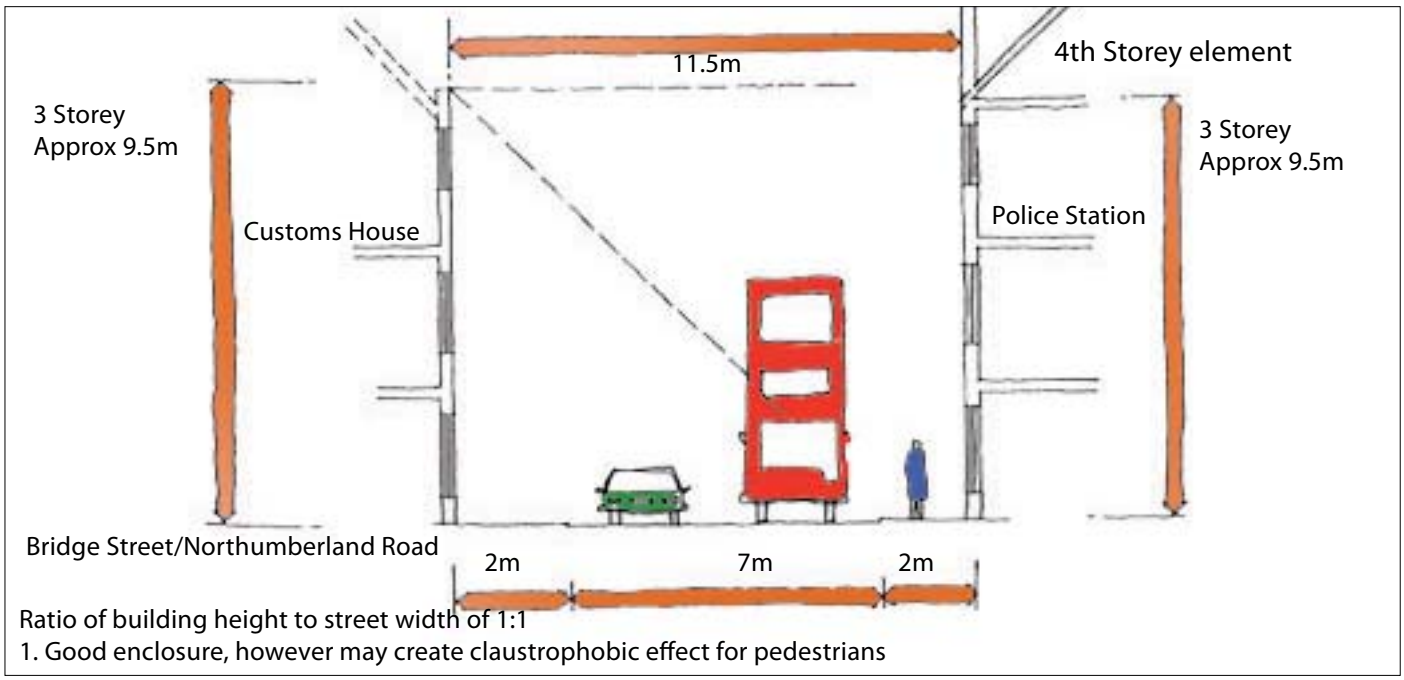


Figure 5.56.

5.7.0 Ongoing Regeneration Projects

5.7.1 Introduction

Recent public realm regeneration projects which have been carried out in Blyth include the Staithes along the Quayside and works to the Market Place. These have been considered and informed Section 2 of this document.

5.7.2 Market Place

Public realm improvements to the Market Place, include upgrading the paving in the Market Place itself and certain areas in the vicinity of the Market Place, drainage improvements, the creation of a new water feature, art installation and granite seating structures. However, a central space is to be retained for use by market traders and for community events to be held.

5.7.3 Also included are specialist lighting columns and feature lighting with granite structures, high quality litter bins and cycle stands, associated works as necessary to external services, planting of new semi-mature trees lines through the Market Place.

Figure 5.57 Artists impression of Blyth Market Place.

Figure 5.58 Artists impression of Blyth Market Place.

5.7.4 The Staithes

The Commissioners Quay Redevelopment Project was commissioned in 2002. This comprised of a 300m length of the Quay to include new timber decking and promenade, by Posford Haskoning Engineers with Insite landscape architects. The second part of the commission included the installation of a 14m high sculpture 'The Spirit of the Staithes' by Simon Packard, completed in 2003 (Figure 5.61).

Figure 5.59.

Figure 5.60 The Staithes

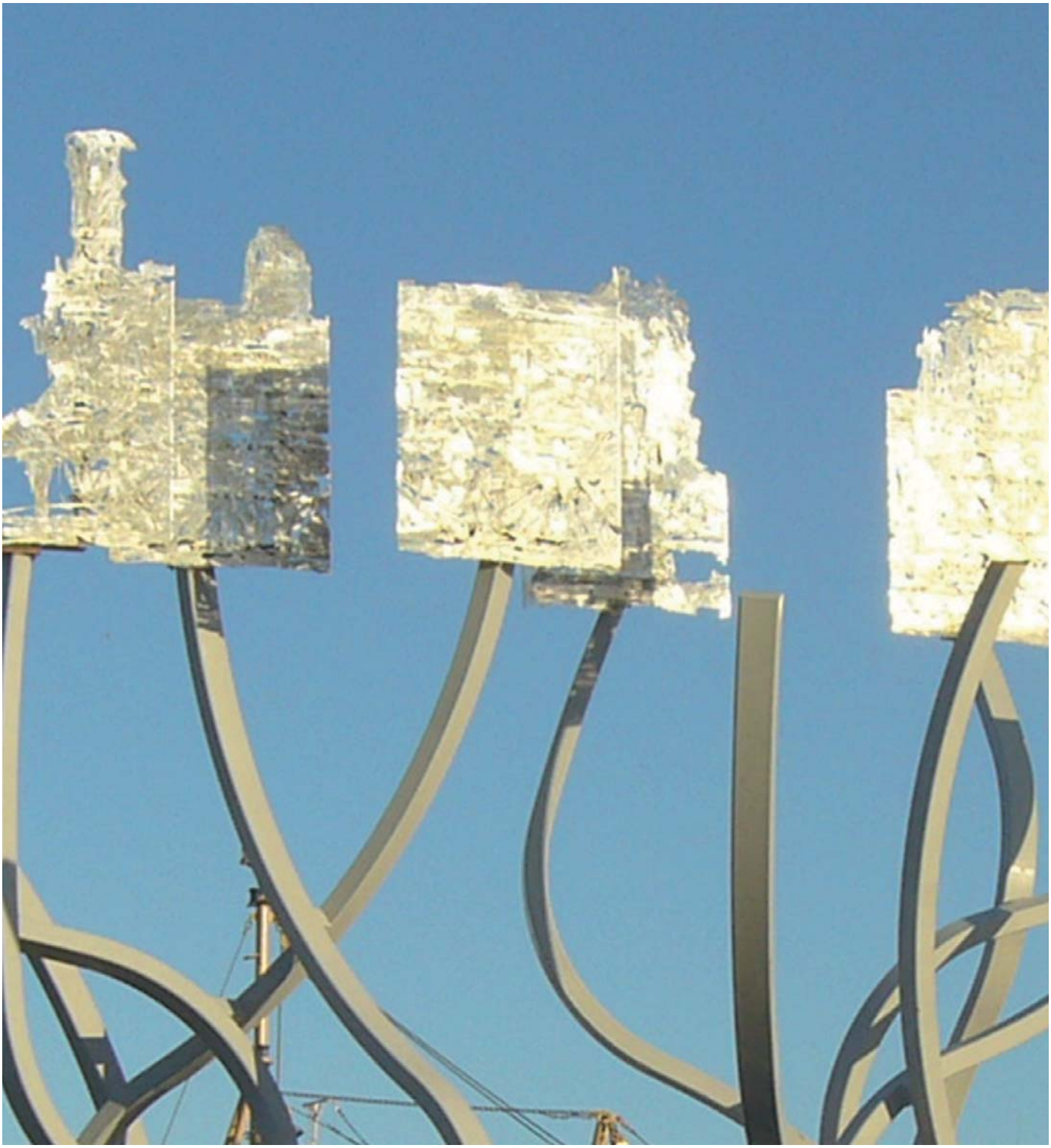


Figure 5.61 "The Spirit of the Staithes" by Simon Packard, (2003)

CHAPTER 6 SHOP FRONT DESIGN GUIDE

BlythValley
Borough Council

6.0.0 SHOP FRONT DESIGN GUIDE

6.1.0 Importance of shop fronts

6.1.1 Shop fronts have a massive impact on the appearance and character of an area, the quality of the shop front has the ability to attract more custom and equally a poorly executed shop front can detract from the attractiveness a street or area as a whole. Although traditional style designs are often the safest option a traditional shop front within a modern building may be as inappropriate as a modern shop front in a traditional building. It is the quality of the design and materials which is paramount. The following principles cover the key points which need to be taken into account in the design of shop fronts in the Blyth town centre area.

6.2.0 Legal requirements

6.2.1 Virtually all changes to shop fronts in Blyth Town Centre will require planning permission, and may also need other consents, such as List Building consent, Control of Advertisement consent and Building Regulations approval.

6.2.2 The principles set out in this section of the Urban Design Guide and Public Realm Strategy is provided to help and advise anyone wishing to change or modernise a shop frontage. The Council will assess proposals for alterations to shop fronts, based on the principles set out in this guide. The aim of this guide is to improve shop fronts in a way that will benefit businesses and Blyth Town Centre as a whole.

6.3.0 Principle 1
General requirements quality design and materials

6.3.1 Traditional designs are often more appropriate in historic areas, but high quality design in any style, including good modern design, will be encouraged if it enhances the character and appearance of the Blyth Town Centre area. Each shop front should be designed as a whole, and not merely as an assembly of separate elements. The design, and a commitment to quality, should be carried through with flair and skill. Materials and workmanship should be of a high quality.

6.3.2 Traditional designs are often the most appropriate on historic buildings, especially when original design features are still in existence, as they are generally of high quality in terms of material and craftsmanship. However, high quality design incorporating new or existing high quality materials in any style will be encouraged as long as it enhances the character and appearances of the area. Shop front should be designed as a whole, rather than a number of separate entities and should show a relationship to the proportions of the existing elements such as the windows. Bright colours and brash lighting should be avoided as, in general, they will detract from the streetscape as a whole.

6.4.0 Principle 2
Shop frontage must fit the building

6.4.1 Shop fronts should fit the original frame of the building. Altering the proportions of the ground floor of a building will, in most cases, detract from the overall attractiveness of the streetscape. The design should also take into account and reflect the lines created in the building as a whole.

6.4.2 Many of the impressive historic building in Blyth have very strong vertical lines running through, care should be taken acknowledge these lines within the design. This approach will help emphasise the large variety of buildings within Blyth which make up the rhythm and character of the streetscapes.

Figure 6.0 Example of highly decorative stone pilasters.

6.4.3 A good quality designed shop front will take into account the building as a whole as well as its neighbouring buildings.

6.4.4 Above all, a shop front must fit in well with the building it fronts. All shop fronts are contained within a "framework" which is part of the structure of the building itself. Altering the size or shape of the framework may lead to an upset of the design of the building as a whole. The exact dimensions of the original framework should normally be retained or restored. This will, in so far as is possible, be a requirement for shop fronts within the Bridge Street Area and the Conservation Areas.

6.4.5 The dimensions and material should match the original design where it is known or can be authoritatively replicated.

6.4.6 Elsewhere, outside of these two areas, the original framework should also normally be retained, particularly in Listed Buildings. In exceptional cases, where it can be shown that a new framework suits the building better, or where later modifications make a convincing case against a return to the original form, changes to the framework may be allowed. Provided that the framework is right, there will be scope for some variety in the design of the elements within it, in accordance with the remaining principles.

Figure 6.1.

6.5.0 Principle 3
Use existing materials and detailing

6.5.1 Where ever possible the original shop front materials and detailing should be retained, repaired and incorporated into the new design. Removal of inappropriate materials, (ie materials obviously covering up original features), will be encouraged, provided the new design fits within the recommendations of the Urban Design Guide advise. If no features of the authentic shop front remain then the decision has to be made as to whether to reproduce the details of similar properties or to create a contemporary solution. Again the success or failure of the design will depend on the quality with which it is executed. Poor quality reproduction will always lead to an unsatisfactory result.

6.5.2 Changes to shop fronts that involve the removal of only inappropriate material or features will normally be encouraged. Permission will not usually be given for alterations which involve the loss of significant amounts of authentic shop front material. It should be preserved and integrated into a traditional design that is satisfactory as a whole. Blyth Valley Borough Council will judge what is appropriate or inappropriate to achieve a successful shop front design.

6.5.3 While each case must be decided on its merits, the following points should be borne in mind :

1. Before any changes to a shop front are proposed, (especially within the Bridge Street Area, and Conservation Areas), it is advisable to investigate and record the dates and size of the existing material.

2. Where material from one or more recognised period is found in a shop front, it is particularly important to get advice from Blyth Valley Borough Council as early as possible.

3. Restoration will usually only be appropriate where a significant amount of authentic material remains. However, over-zealous restoration should be avoided.

4. Reproduction should only be used to replace damaged or missing details.

6.5.4 Generally, a choice will have to be made between an appropriate traditional style and a high quality modern design. Using an experienced Architect / Designer and taking early advice from Blyth Valley Borough Council are the best ways to ensure that the right decisions are made.

6.5.5 Use of Colour

It is recognised that the choice of colour is a personal and sometime, difficult matter, but without paying due regard to the architectural design and details, it is possible to destroy the value of the underlying design with an insensitive colour scheme.

6.5.6 The use of a single colour on the whole of a façade reduces and sometimes even eliminates the value of the design and detailing. Two or more sympathetic but contrasting colours should be used to highlight at least some of the architectural features.

6.5.7 This Design Guide is not intended to select a colour scheme, however building owners and developers are advised to use the principles laid out in this Guide to select suitable colours.

6.5.8 The initial proposals should then be discussed with the relevant officer at Blyth Valley Borough Council Development Control Department, who will take a view on the proposals. If it is considered that the chosen colour scheme is inappropriate,

the officer will be pleased to offer advice on alternatives.

Figure 6.2 Use of bright colours to be carefully considered.

6.5.9 The choice of colour scheme should correspond with the principles outlined in the Design Guide, and will complement the colour schemes of neighbouring properties.

6.5.10 A different approach to the style and colour of the shop front and signage may be acceptable in comparatively recent buildings in modern materials or within a Conservation Area. This would be applicable where there was no traditional shop front, however it would be advisable to make sure the colour scheme and signage meets the standards of the buildings in the surrounding area.

6.5.11 In choosing a colour scheme for a shop front, it is advisable to split down the elements of the shop front and choose a colour for the facia which carries the essential display of the name and nature of the shop and its owner. The selection of facia colours can then influence the remainder of the shop front colour scheme. It is also advisable to have a sharp contrast between the lettering and the background of the facia. Alternatively, pairings of two tonal variations of colours within the same

family can be specified.

6.5.12 Once the fascia colours have been selected, the remaining shop front features, i.e. the cornice, architrave, pilasters, plinths, transoms, mullions and the stall risers should be painted in sympathy with them. Again, two tonal colours can be used to provide interest and variety between pilasters and the moulded surrounding frames or detailing.

6.5.13 Security

Blyth Valley Borough Council understands the need to protect premises, but in the Blyth Town Centre area and specifically in the Bridge Street Area and Conservation Areas, this must be done in a way that does not unduly detract from the appearance or character of the area.

External roller shutters and boxes not only spoil the look of a building, but they create a dead frontage when closed. This can make an area feel unwelcoming and unattractive. Therefore alternatives to external shutters will be sought where appropriate.

6.5.14 Planning permission is required for the installation of external shutters and will be assessed using the document Design Guidance for Shop Fronts.

6.5.15 There are alternatives to external shutters. Security glass, traditional shop front designs and use of internal grills which allow the inside of the shop to be seen are also available. If well designed, they can be quite attractive and have little impact on the wider surroundings. External security alarm boxes can also cause problems. They must be carefully sited so as not to interfere with the architectural features of their building and should be painted to blend in with their immediate surroundings.

6.5.16 Access requirements

All shop fronts and principle door thresholds to commercial properties to be compliant with DDA and Building Regulations recommendations for accessibility. A level access threshold should be designed into shop front proposals. Care must be taken to incorporate a ramped access to entrances so that they do not obstruct general access to the building or are unsightly additions to the building.

Figure 6.3 Integration of DDA requirements needs to be well integrated and not retrospective.

The following Figures 6.4 - 6.15 illustrate features to be considered in terms of shop front design.

Figure 6.4.

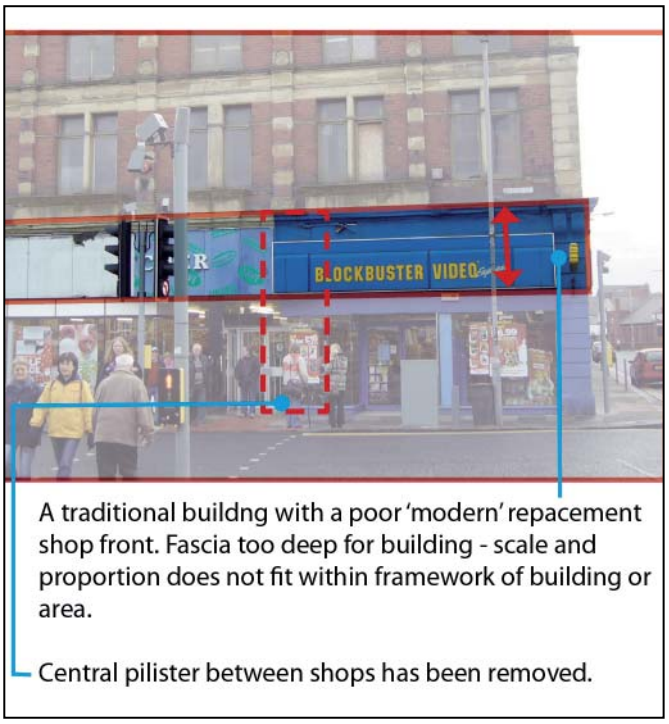


Figure 6.5.

Figure 6.6.

Figure 6.7.

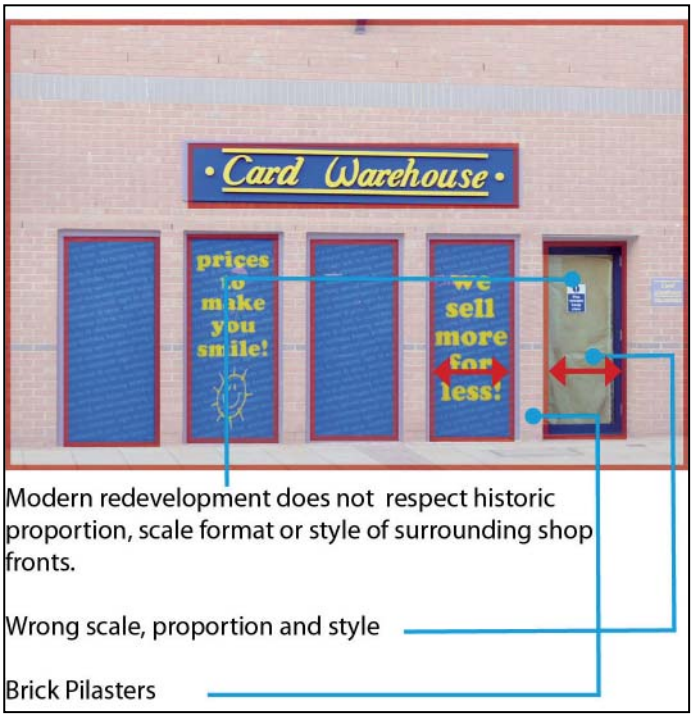


Figure 6.8.

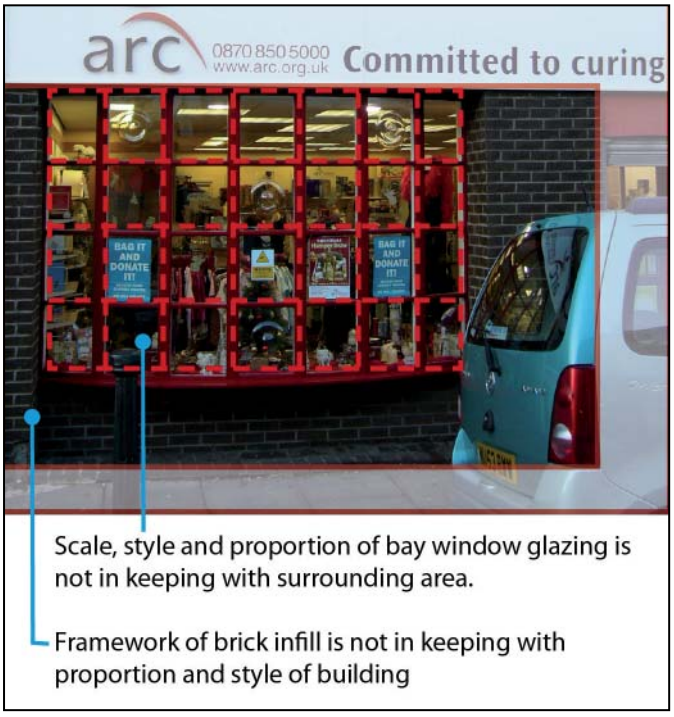
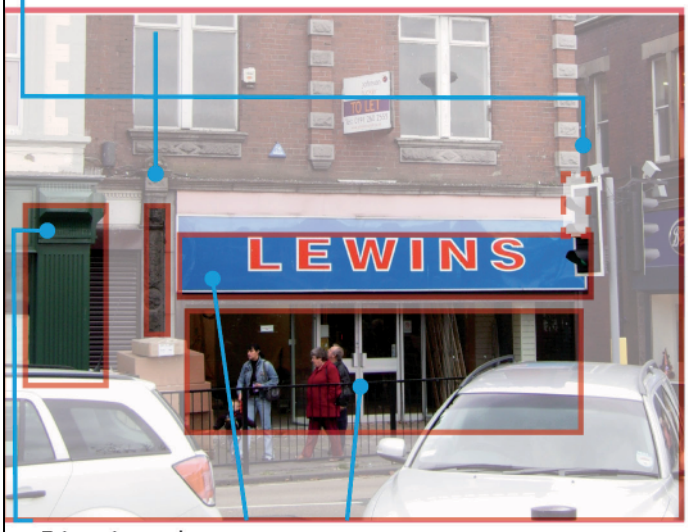


Figure 6.9.

Figure 6.10.

Figure 6.11.



Pilaster on left still in place - pilaster on right is missing.

Landmark building with poor quality 'modern' shop front.

Frieze is too large

Poor quality aluminium replacement frontage.

Adjacent building pilaster too thick - Blyth traditional shop fronts have a more slender proportion.
This replacement frame work dominates the frontage to the detriment of the surrounding buildings.

Figure 6.12.

Ornate ironwork adds to local distingctivness without detracting from surrounding buildings

A traditional shop front illustrating excellent proportion and scale, high quality materials and detailing which fits within the frame work of the buildings

Good quality materials, detailing & proportion

Figure 6.13.

Poor quality shop front detracts from building and area

Security shutters add to feel of insecurity, crime and anti-social behaviour.

Figure 6.14.

Landmark building with poor quality "modern" shop front

Modern shop front does not reflect the scale and proportion of the building it fronts. Small glazing area reduces attractivness of frontage.

Figure 6.15.

6.5.17 Practical steps and obtaining consent
Any alterations to a shop front within the Blyth Town Centre area will require a number of action steps and planning consents which will help ensure that they satisfy the requirements of the Planning Authorities.

6.5.18 The location of the building will have a bearing on the suitability of shop front design.

6.5.19 (Reference should be made to Figure 4.1 illustrating the character areas of Blyth)

6.5.20 It is most important to find out if the building is listed, and from which architectural period it and its current shop front date.

6.5.21 One or more of the following will need to be obtained from Blyth Valley Borough Council before alterations are made to a shop front within the Blyth Town Centre Area.

1. Planning permission will be required for a replacement shop front or for any alteration which would materially affect the appearance of an existing shop front.

2. Listed Building consent will be required for a replacement shop front or for any alteration (even minor works) to the shop front of a Listed Building.

3. Control of Advertisement consent will be required for illuminated shop fronts and projecting signs, for signs over a specified size and for signs above a ground floor shop front.

4. Building Regulations approval will be required where the proposals are for a substantially different shop front design, involving structural alterations or affect the means of escape from any part of the building.

5. A professional Architect / Designer should be employed who understands the special demands of historic areas, to design the new shop front.

6. Consultation is recommended prior to any Application for the amendment or renewal of a shop front with Blyth Valley Borough Council.

6.5.22 Once permission has been granted, it is the responsibility of the applicant to ensure that the work is carried out in strict accordance with them.

6.5.23 Blyth Valley Borough Council have applied to the Heritage Lottery Fund for Townscape Heritage Initiative (THI) improvement works. Future improvement works may benefit from THI funding. Therefore, it is recommended that any proposed improvement works are discussed with Blyth Valley Borough Council at the earliest opportunity. Refer to Figure 5.4 illustrating the Blyth Town Centre Strategy Area and THI Boundary Area.

6.6.0 Advertisement

6.6.1 General advertising is considered largely detrimental to the improvement of the appearance of an area. Signs on commercial properties should be sympathetic in design to the building in question.

6.7.0 Glossary of Traditional Shop Front Elements

6.7.1 The shop front framework is made up of the two pilasters (one on each side) and the entablature (across the top). The infill shop front (made up of the shop front window, shop door and other elements) fits within the framework (and may also include a separate doorway leading to the upper floors).

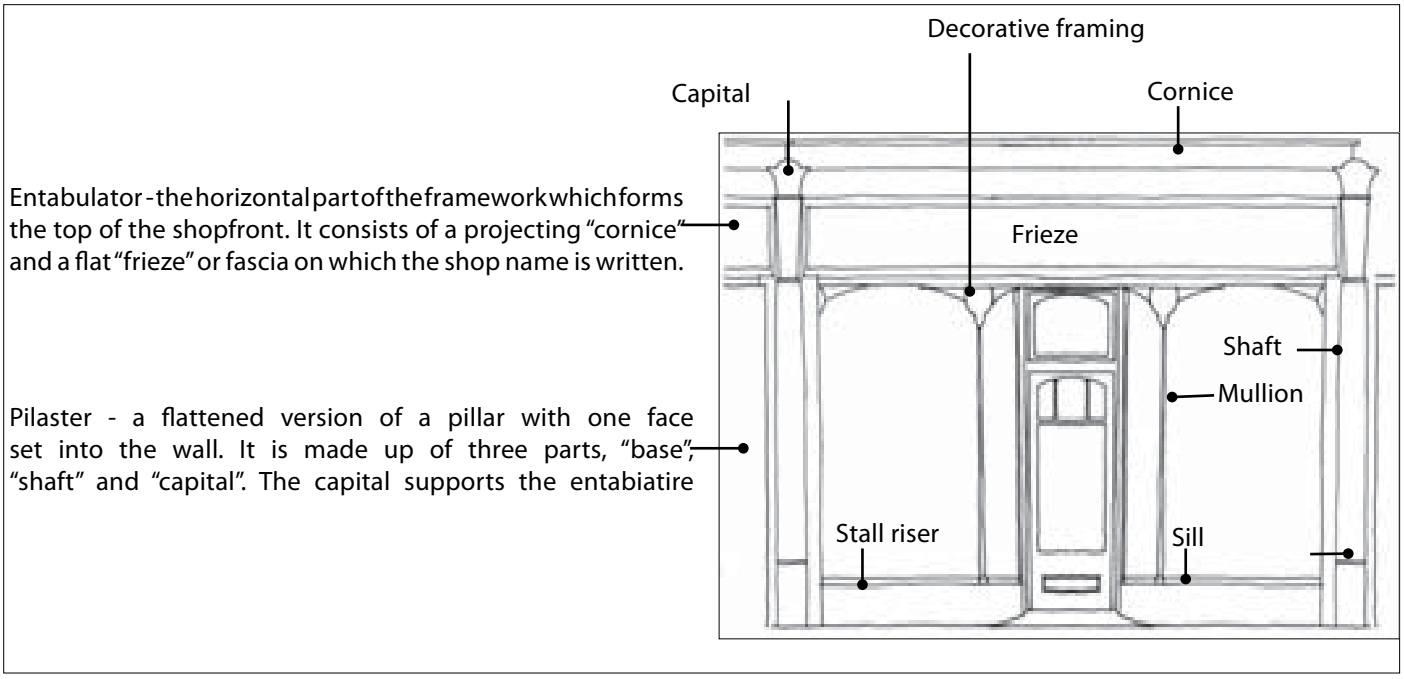


Figure 6.16 An example of a traditional distinctive shop front in Blyth.

6.7.2 The following elements make up the framework :

Stall Riser : the area between the bottom of the shop window and the ground. This can be a panelled design.

Fan Light : a small window above a door.

Glazing Bars – wooden bars which separate and support individual glass panes in a window.

Mullion – a vertical rib between panes of glass in a window.

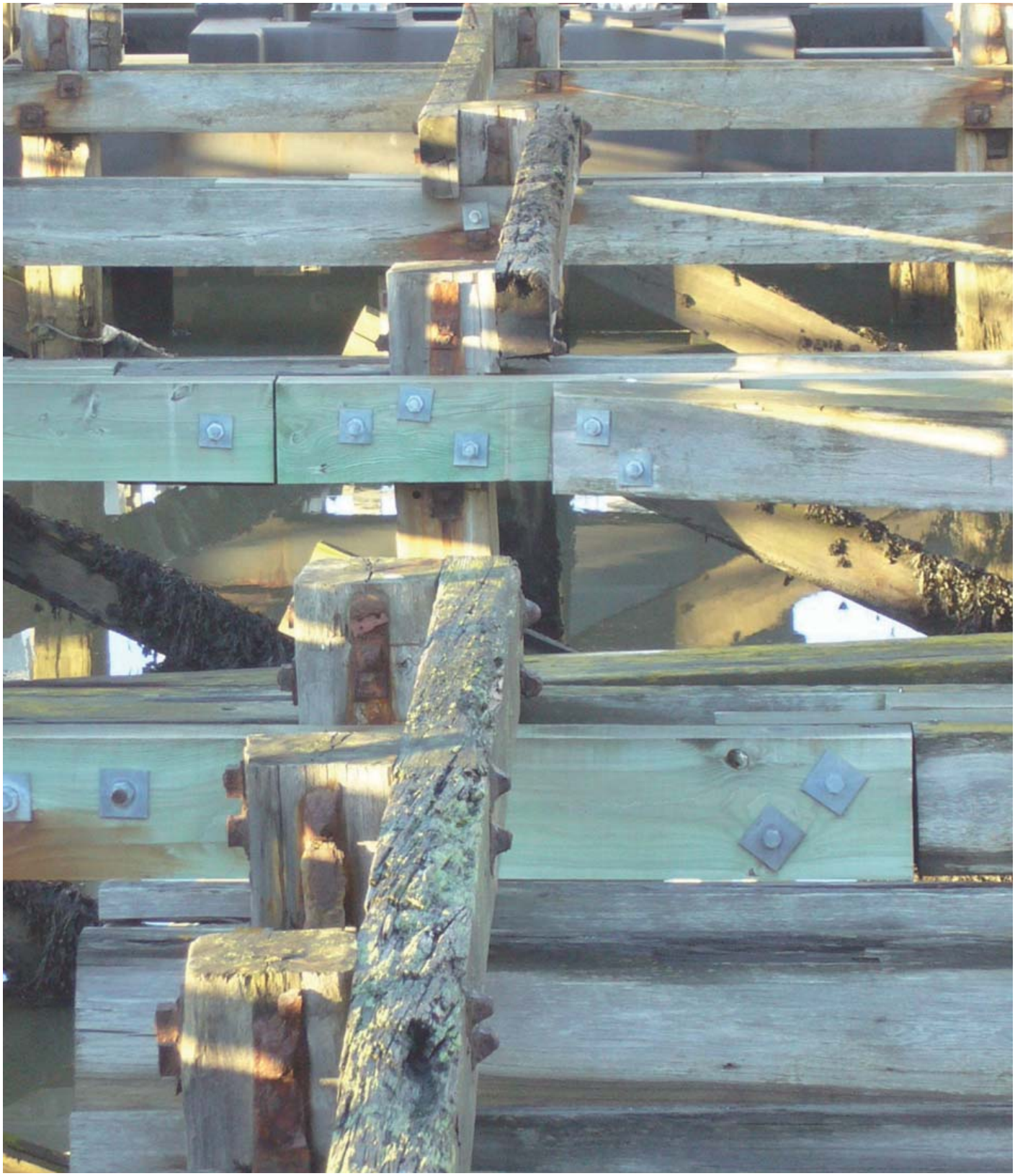
Sill – a horizontal bar beneath the shop window.

Sub Facia – a smaller facia under the frieze.

SECTION 2
PUBLIC REALM STRATEGY



CHAPTER 7 PUBLIC REALM GUIDANCE



7.0.0 PUBLIC REALM GUIDANCE

7.0.1 This section of the report refers to the public realm or the outside room that everyone experiences. In Section 1, the Urban Design Guide and Principles describe and illustrate ways in which buildings can contribute to a new and improved Blyth Town Centre. Similarly, this Section will illustrate the spaces between buildings and how they can become successful, sustainable spaces and places which people will want to use. It will also illustrate how spaces can become havens for wildlife and how design for biodiversity can deliver many benefits in the urban environment from the pleasure it can give people to the function of providing 'green lungs' and its role in combating the effects of climate change.

7.0.2 The comfort, safety and convenience that people experience in travelling through public spaces determines the success of that space. Public spaces should offer an attractive, safe and enjoyable environment for all and every opportunity should be taken to create green and natural spaces. Well designed public spaces should function as part of a network of pedestrian routes and cycle routes providing for the needs of all users.

7.0.3 The intention of this document is to build on the research and outcomes of the Blyth Town Centre Urban Design Guide, developed in parallel to this study, to identify and reduce weakness in the existing townscape, routes and links, and to capitalise on strengths and opportunities. It is hoped that this will result in the investment and delivery of high quality Public Realm in Blyth.

7.0.4 Blyth has many strengths, including its location on the River Blyth, and some fine historic buildings which in some cases are let down and poorly emphasised by the surrounding context. Other assets such as Ridley Park and access to the Quay area, are let down by lack of physical and visual connectivity. The town centre has a good range of busy shops, but feels a little fragmented and run - down in places.

7.0.5 The revitalization of the Market Place heralds the start of a step change for Blyth, a potential catalyst for a range of improvements to the town centre and quayside.

7.0.6 This study started with a process of townscape analysis, then considered the nature of improvements already in process, (at the time of writing the Market Place improvements were starting on site), then considered a range of measures for improvement, ranging from simple inexpensive 'easy wins', to long term aspirational improvements that can be introduced over time.

7.0.7 The following text details the factors which should be taken into account when considering public space.

7.0.8 Reflect the Past

Within historic areas, new public spaces should make reference to, and honour, the existing pattern and materials to reinforce the local character.

Figure 7.0 Integration of historical town plan within the pavement

Figure 7.1 Integration of historic references within streetscape.

7.0.9 Permeability

The permeability through Blyth Town Centre which provides :

1. Access through and to different parts of the town.

2. Linkage to main routes and public amenities.

3. Interest, vitality and choice of route.

4. A good pedestrian scale via height to width street ratios which respect human scale.

5. Well - integrated and safe cycling and walking routes.

7.0.10 Pedestrian choice of Route

Pedestrians should be able to move around freely and directly between all parts of different environments, both locally and townscape wide.

7.0.11 Street and access design should give priority to pedestrians and offer a choice of routes while respecting desire lines.

Lack of pedestrian permeability at main junction.

Figure 7.2.

7.0.12 Sequence of Public Spaces

Ideally when moving around areas there should be a sequence of connected public spaces from the intimate to the more large civic spaces.

Figure 7.3 Manchester City Centre good quality pedestrian routes.

7.0.13 Pedestrian Interest

Uses that relate directly to passing pedestrians to give activity and interest should be provided at ground floor level.

Figure 7.4 High quality public realm, Duke of York Square, Chelsea.

7.0.14 Public Space dominated by the Car

Where existing, or new, public spaces are designed they tend to be difficult for pedestrians to navigate, or use the space. If streets and junctions are designed as public spaces and not just as routes for traffic, they are more likely to be convenient for all users.

Previous public realm enhancement works has created open spaces with lack of ownership from design of 'sight lines' - for vehicular travel only.

Figure 7.5

7.0.15 Active Public Space

The best public spaces often have nodes of activity – cafes, stalls etc, complimented by quiet zones for rest and people watching. The positioning of activities requires attention to :

1. Visibility – enabling people to have views across spaces.

2. Orientation – south facing, sunny and shaded spots for sitting.

3. Facilities for sitting and stopping – accessibility, directly from surrounding buildings.

4. Opportunities – to incorporate activities which encourage night and day usage.

Figure 7.6 Manchester City Centre by night.

5. Landscaping - enabling the biodiversity interests and opportunities for the public space to be enhanced.

7.0.16 General Principles

Determine the appropriate balance between pedestrian and vehicular traffic.

1. Public space should provide a focus for

pedestrian routes which should be safe, accessible and comfortable.

2. Public space should have varied activities to attract people.

3. Public space should be developed or designed to maximise the opportunities to protect and enhance local biodiversity.

7.0.17 Enclosed Public Spaces

Streets, squares, parks and walkways should be treated as welcoming outdoor rooms whose character varies according to the local identity. They should provide some of the following :

1. Comfort – protection from the elements and physical comfort in the form of seating.

2. Relaxation – the use of natural elements – trees, greenery, water features and separation from vehicular traffic.

Figure 7.7 Manchester City Centre by day.

3. Passive engagement – experiencing the environment without getting involved providing seating places that allow people watching.

4. Active engagement – becoming involved through public art, coffee stalls and the arrangement of benches.

5. Variety and change – through festivals, street theatre, parades and markets.

6. Active movement – presenting opportunities to shop, stop, watch, chat. A pedestrian journey rarely has a single purpose.

7.0.18 If buildings and their surrounding open space are considered in totality then the success of a building should be determined by its ability to face the open space, animate and connect with it.

7. Social engagement – through location on a busy street and being visually accessible; level with the street and providing places to sit.

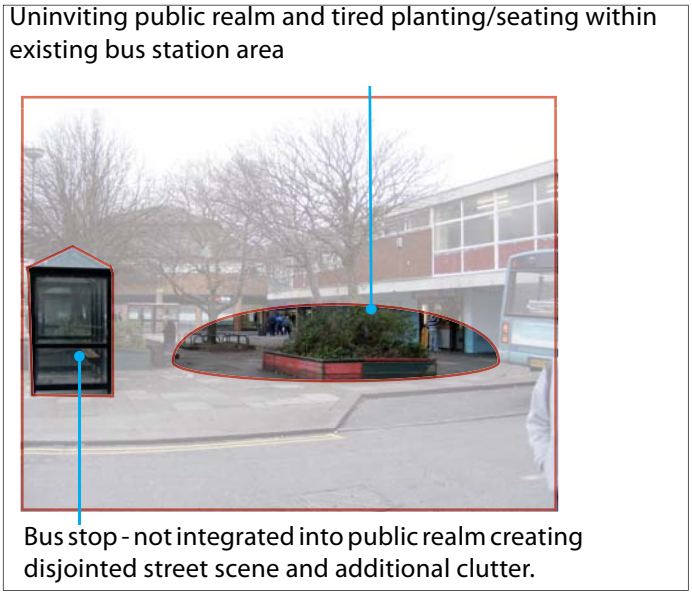


Figure 7.8.

7.0.19 Materials and Street Furniture in the Public Realm

A well designed public realm can help to nurture local distinctiveness and restore a sense of visual order. Too often the public realm has been characterised by traffic design requirements adopting short term solutions and poor materials.

Figure 7.9 Aker Brygge - Oslo, Norway.

7.0.20 Ground Surfaces

Ground surfaces form half of what pedestrians see, therefore quality in the design, construction of footways and street surfaces is vital to the character of an area. An entire street can be adversely affected by the impact of clutter and poor design.

High quality durable materials used within conservation area. Use of different materials defines pedestrian route and creates buffer to traffic.

Figure 7.10.

7.0.21 The main factors to consider are to :

1. Provide visual continuity to the street.

2. Give context to buildings.

3. Pavements act as a plinth on which buildings sit.

4. Ensure quality comes from simplicity and durability.

Figure 7.11 Alnwick Town Centre - High quality workmanship and materials.

5. Use simple design and a limited palette of materials.

Figure 7.12 Alnwick Town Centre - appropriate choice of materials.

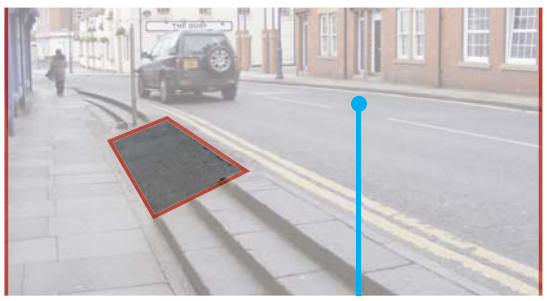
7.0.22 In achieving an attractive layout it is essential to :

1. Select and use materials appropriate to the area

2. Respect local designs and details.

3. Design and use appropriately sized materials to avoid poor junctions and details.

4. Accommodate changes in level at the design stage.



Due regard to be given to access and DDA requirements.

Figure 7.13.

7.0.23 Appropriate materials used to emphasise local design also give visual continuity and context. New physical elements should visually reinforce or enhance local character and the established street scene.

Figure 7.14 High quality workmanship - Alnwick Town Centre.

7.0.24 Footway Extension – the need for coordinated design.

Extended footpaths should:

1. Retain and marry kerb lines in level.

Pedestrians pushed to kerb edge due to cluttered street scene.

Figure 7.15.

Figure 7.16 Alnwick Town Centre - illustrates the co-ordinated extension to the existing footpath.

7.0.25 Street Signs, Lighting and Furniture

In many public areas the historic accumulation of street furniture reduces or obscures local character and identity. Signs, posts, boxes and bollards need to be placed with regard to surrounding buildings or to the overall visual composition. It is necessary to :

1. Identify and remove superfluous or redundant items.

2. Reduce markings and signs to the statutory minimum.

3. Locate signs on existing street furniture or buildings.

4. Rationalise the number of poles.

7.0.26 New development should consider signage, street lighting and street furniture as an important part of the detailed proposal.

7.0.27 Removal of street clutter helps to reveal townscape and creates streets for people. At the same time street furniture and surface design can be used to emphasise and compliment a building.

7.0.28 A Townscape Wide Dimension

1. Integrate new development and contribute to distinctiveness.

2. Recognise the role of the site within the urban structure.

3. Integrate major new proposals into the town structure and ensure that new developments emphasis, retain or enhance the towns identity.

4. Major or significant proposals should be considered in the townscape wide context.

5. Proposals should protect and enhance the image of the town.

6. Proposals should not cause unsympathetic change.

7. Consideration must be given to incorporating green/living roofs in suitable properties and designs must be innovative to provide feeding, roosting and nesting sites for birds of importance.

7.0.29 Townscape Wide Views in Context

1. Protect and enhance views to and from established landmarks, skylines and recognise distinctive urban zones and layers of built form.

2. Maintain strategic views from major access routes and public vantage points.

3. All new development should integrate with its wider surroundings and harmonise with the general height of building prevailing in the area.

4. All new development should integrate with the natural environment within its environs and every opportunity should be taken to safeguard trees

and other features of ecological importance that may be present on site.

Figure 7.17 Listed Police Station in Blyth Town Centre.

5. Development should reinforce and not detract from valued skyline and views.

6. Development should respect the general urban topography.

Landmark feature could be enhanced by feature lighting. Previous painting works have not improved the feature and could be perceived as an eyesore.
Back land areas designed for vehicular traffic only pedestrians feel unsafe and unwelcome.

Figure 7.18.

Figure 7.19 Possible lighting strategy to Blyth's landmark feature.

7.0.30 Define Edges

1. Town centre edges can be improved through appropriate new development. These should provide integration and visual continuity from industrial to residential to commercial areas.

2. Examine proposals for their possible contributions to definition of edges.

3. Integrate new and existing development at the Town Centre edges in order to provide continuity and contrast and gradation between commercial, residential and industrial character.

7.0.31 Aim to improve image and legibility

1. Enhance the appearance and maintain the complex and varied character of arterial routes.

2. It is essential that the quality of gateway, arterial routes and the various characters within the townscape together with strategic views are maintained to protect the townscape image and enhance legibility.

3. New developments along these locations should be of high quality urban design and architecture. This will involve providing them with appropriate settings.

4. Strengthen and extend the network of green and Civic spaces.

5. Continue to maximise opportunities to enhance and extend links to individual spaces and the open space network within the Town Centre and Quayside area.

6. Consider outdoor spaces as a means of integrating and linking development to provide a structure and a shared community focus.

7. Minimise the loss of public access to areas of outdoor / visual amenity, recreation and biodiversity interest.

7.1.0 Local Character Area Dimension

7.1.1 Lively and attractive local places

Mixed uses and human scale can give vitality and create attractive places that contribute to promoting safe and sustainable communities.

7.1.2 Proposals should demonstrate :

1. Urban design to create a "Sense of Place" and integration with local context and historic environment.

2. Places which are attractive compliment the local natural environment offering mixed uses, and variety of form and choice.

3. Integration with public transport.

4. Priority to pedestrian and cycle movement.

5. A 'Design for Biodiversity' element.

6. Sensitivity to human scale.

Figure 7.20 High quality public realm, Downham Market.

7.1.3 Reinforce local identity

1. Where new development is to be located within a neighbourhood of distinctive spatial structure, townscape and landscape, the proposals should reinforce the existing character.

2. Significant proposals at this scale should be accompanied by a contextual analysis.

3. New build should not be higher nor of greater mass than adjacent existing development unless there are special townscape reasons.

4. Identify needs and opportunities to improve the components of urban design, form, space and

activities.

7.1.4 Make distinctive urban form

1. Shape distinctive neighbourhoods to create local identity, where the existing development form is poor or due for regeneration.

2. Early pre-application discussion is crucial for the development of larger or sensitive sites.

3. Masterplans will often be the preferred way of tackling larger, mixed use sites.

4. Mix of uses and building forms need to be encouraged according to the local plan requirements and area character.

5. Combine activities, development and spaces to give distinctive urban form.

7.1.5 Make coherent layouts

1. Provide a clear and coherent spatial structure offering potential for diversity and vitality.

2. Provide a clear 'Design for Biodiversity' element that will contribute to this diversity.

3. Proposals should connect with the surrounding structure and address adjacent development form and character.

4. Establish a clear block grain and street pattern.

5. Perimeter blocks can be used to create an attractive public realm and promote diversity.

6. Establish a clear block grain and street pattern.

7. Perimeter blocks can be used to create an attractive public realm and promote diversity.

8. Perimeter blocks can be used to create an attractive public realm and promote diversity.

7.2.0 Street and Site Dimension

7.2.1 Reinforce character

1. Establish key elements to ensure fit with surroundings.

2. Make reference to local, natural and build features, or special relationships.

3. Have respect for and reflect local proportions and plot sizes.

4. Be consistent in the detailed design to all elevations.

5. Use quality local materials.

Patchwork of material reduces quality and cohesiveness of street scene - care to be taken to choose adaptable and easily maintainable materials.

Figure 7.21.

Promote pedestrian access

6. Development should connect with, extend or improve the local street structure.

7. Reinforce a new or existing street structure.

8. Provide a choice of routes that maximise connectivity and linkages.

9. Ensure that the street structure is clearly understood.

7.2.2 Value open space

1. New development should enhance existing, and provide new open space.

2. Ensure that amenity is both visual and functional.

3. Integrate new and existing development at their boundaries.

7.2.3 Promote pedestrian access

1. Relate and connect new developments to existing street layout and build form.

2. Integrate the site's landscape and natural features.

3. Promote the 'Design for Biodiversity' approach and seek every opportunity to enhance local biodiversity.

4. Ensure that Civic spaces encourage activity.

7.2.4 Integrate car parking

Almost all developments require provision for car parking. This can be catered for in one or three ways; either, inside the boundary of a development; or outside, usually on the street; or underground.

7.2.5 The main consideration is how to integrate parking without allowing it to dominate the development, the street scene, or adjacent developments.

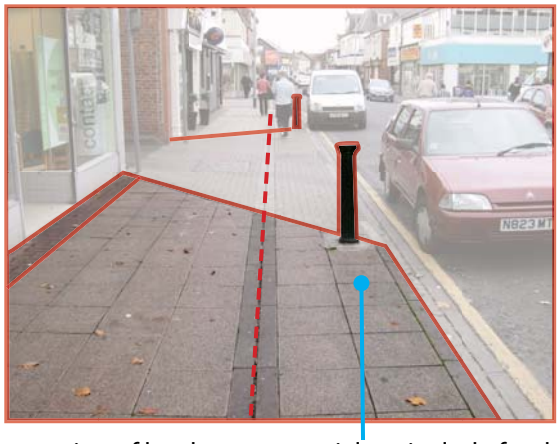
1. Balanced approach to parking.

2. Where set backs occur from the building line, ensure that usable space is created.

3. Always define enclosures.

7.2.6 Materials and Street Furniture in the Public Realm

Ensure high quality streetscape design, street furniture and materials are used in the renewal / provision of the public realm.



Integration of hardscape materials to include for drainage and services.

Figure 7.22.

Essential street furniture should be integrated into street scene.

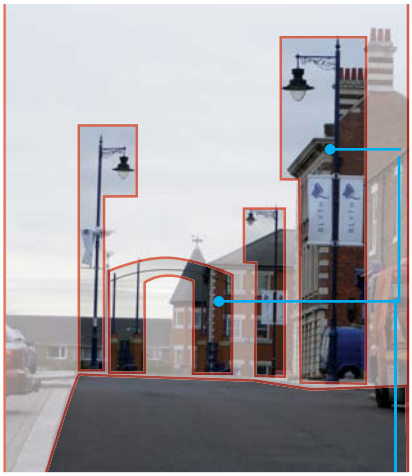
Figure 7.23.

7.2.7 Street furniture should be located sensitively in relation to vistas, elevations of buildings and should avoid becoming street clutter.

7.2.8 Keep the design of street and footway simple and use appropriate materials to fit local character.

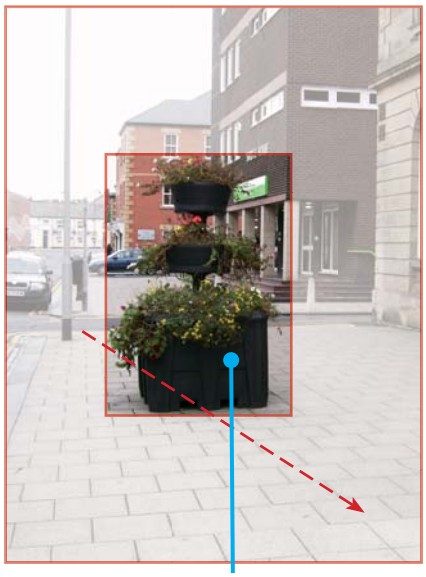
7.2.9 Remove superfluous street signs and keep new signs to a minimum.

7.2.10 Use street furniture to help create and delineate the public realm.



Previous Quayside public realm improvement works to be incorporated into new public realm enhancement.

Figure 7.24.



Integration of planters to break up street scene to be designed into future public realm proposals. This image illustrates an 'adhoc' approach to landscaping. The planter in this location becomes an obstacle to pedestrians and hazard to the disabled or infirm.

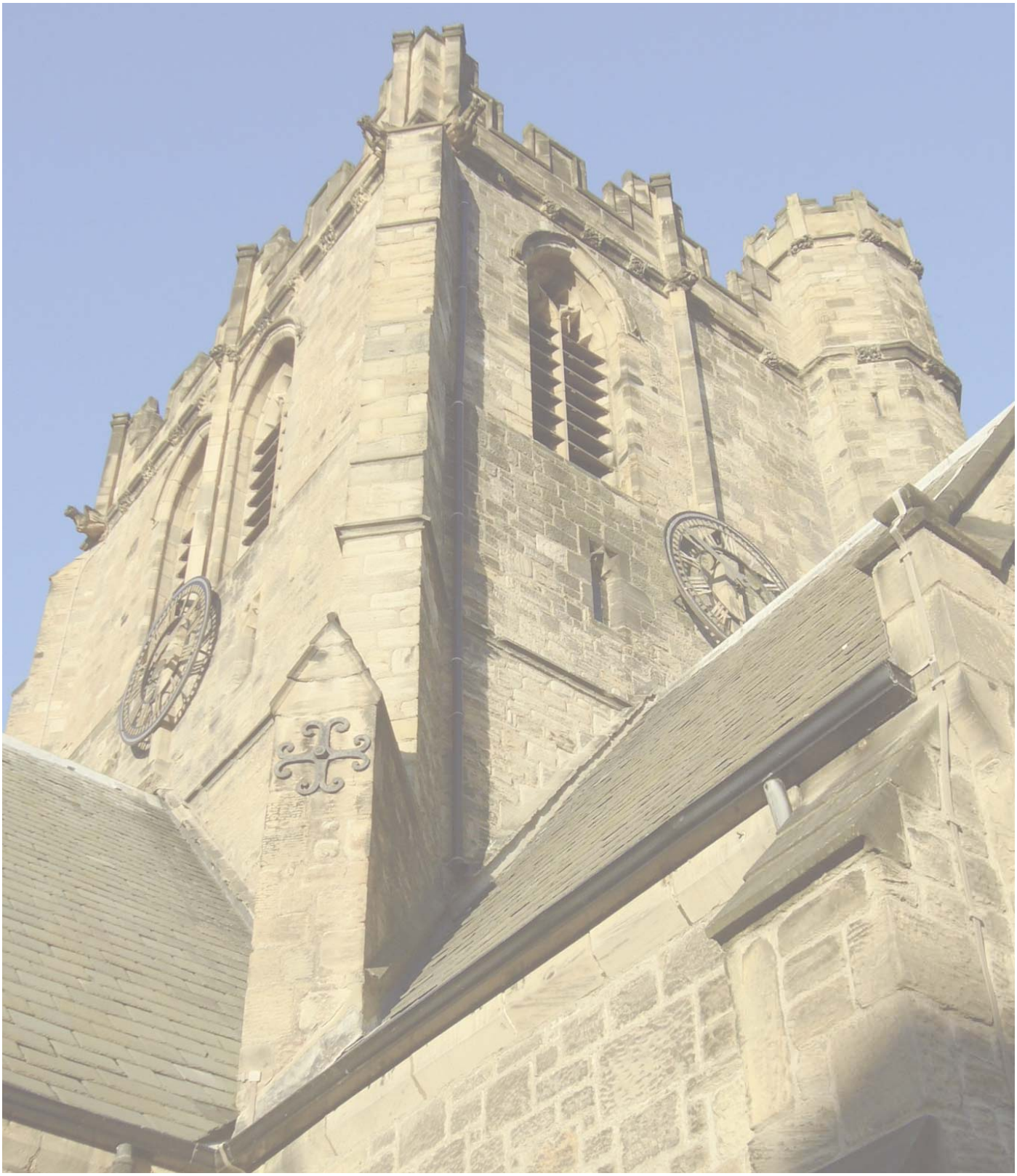
Figure 7.25.

7.2.11 Adoptability

The hardscape products specified in this document are for guidance only and products of equal performance may be used subject to approval by council officers.

7.2.12 Products will be reviewed and evaluated in terms of adoption and any products specified will be subject to further detailed discussion and approval.

CHAPTER 8 PUBLIC REALM PROPOSALS





8.0.0 PUBLIC REALM PROPOSALS

8.1.0 Key Routes and Linkages

8.1.1 The overview of the Urban Design and Public Realm proposals for the Town Centre and Quayside area are illustrated on Figures 8.0 - 8.2. This figure illustrates the key components and "tool kit" proposals for providing :

1. Enhanced routes and linkage to the Quayside from the Town Centre.
2. Enhanced linkage from the northern area to the Quayside.
3. Public realm enhancements and specific detailing toolkit of the following :

Orientation signage
Pedestrian crossing points
Enhanced lighting proposals
Enhanced public realm of view corridors
Enhanced lighting of Blyth's local landmarks.

8.1.2 Key routes from the Town Centre to the Quayside (Figure 8.0) have been prioritised into three categories as follows :

1. Primary
2. Secondary
3. Tertiary

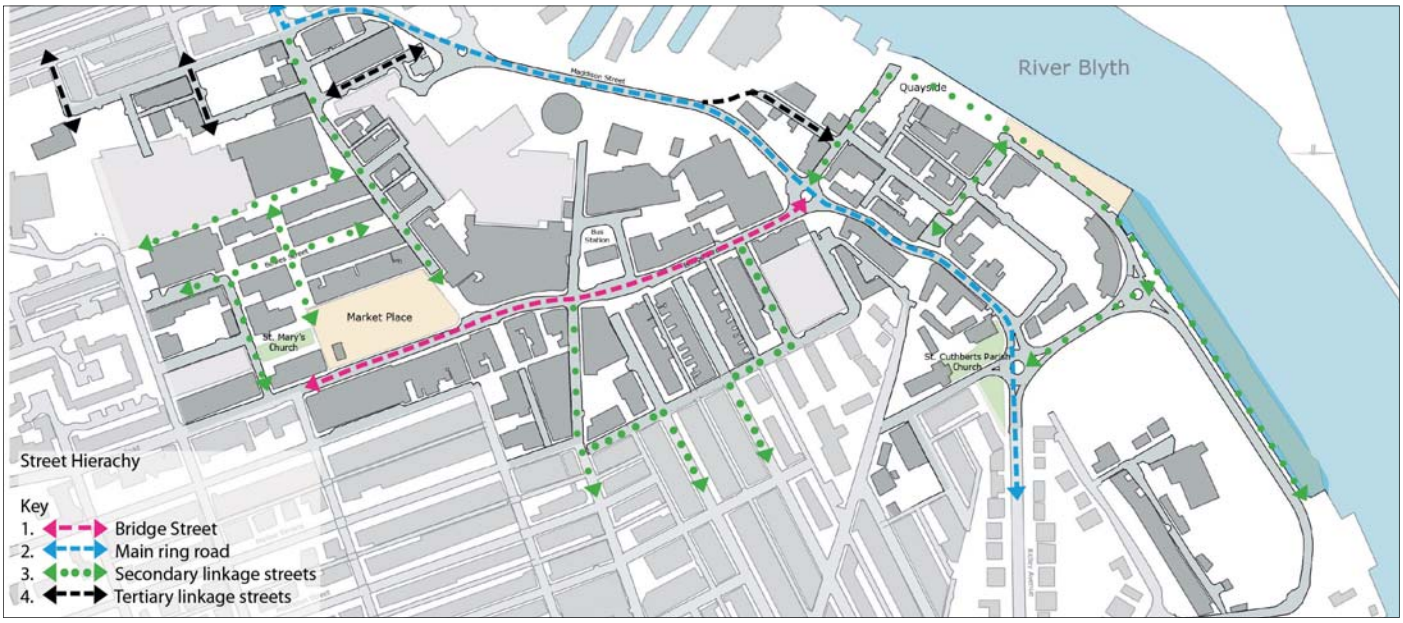


Figure 8.0 Proposed street hierarchy.

8.1.3 The main theme which informed this decision making process are :

1. Town Centre connection to Quayside.
2. Increase legibility from the northern area to the Quayside through the industrial "back-lands".
3. Increase linkage to the northern area via Market Place.
4. Open up access to NaREC.
5. Increase linkage via Quayside and southern residential areas to Ridley Park.

8.1.4 It is hoped that by re-establishing the connections between the Town Centre and the Quayside, new investment will be attracted to the area.

8.1.5 Primary routes have been identified as those requiring public realm works as a priority (Figure 8.1). These routes are :

1. The main link from the northern commercial area (Regent Street) through Bridge Street to the Quayside and
2. The remaining inter-connecting streets and spaces.

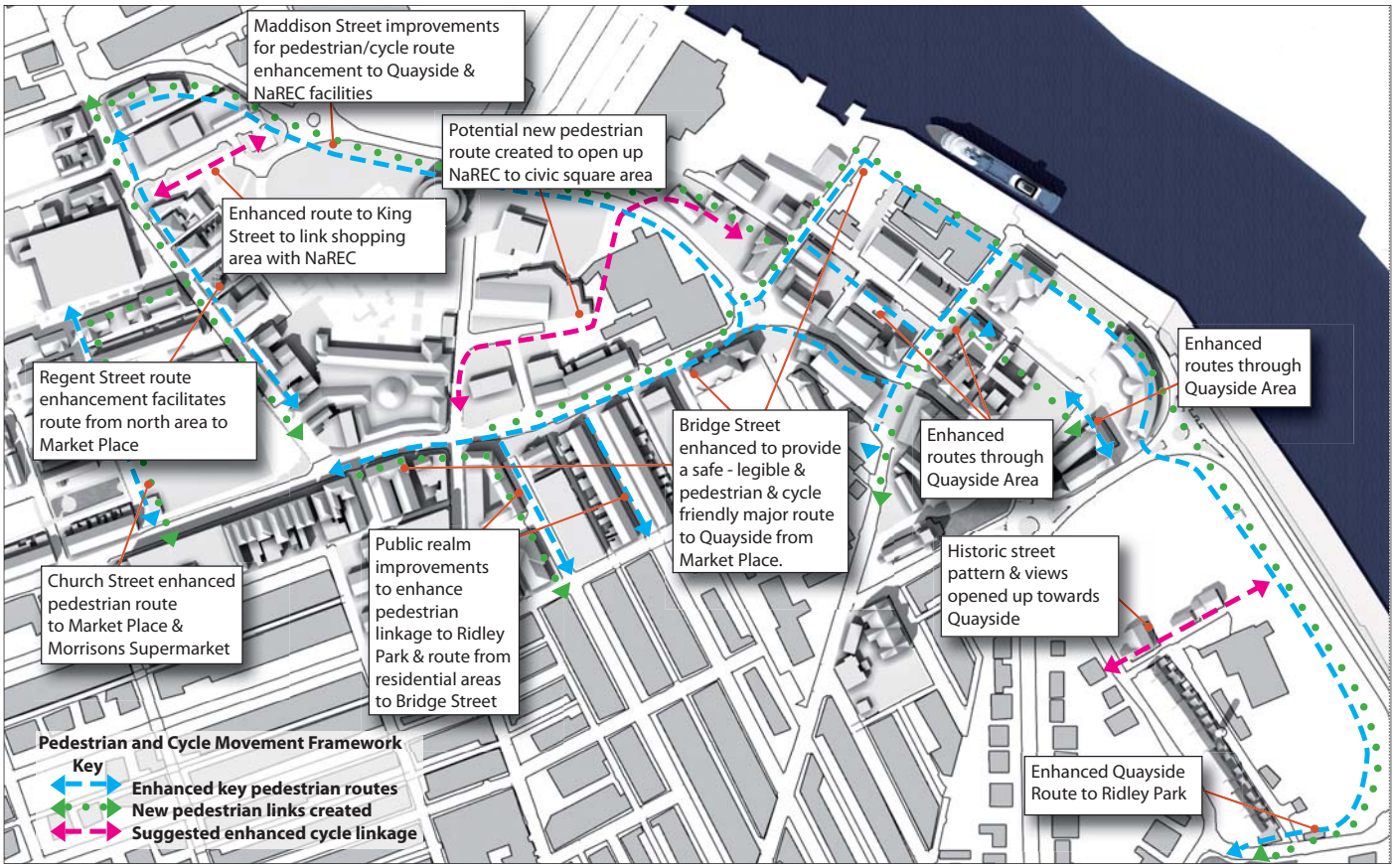


Figure 8.1 Proposed enhanced routes.

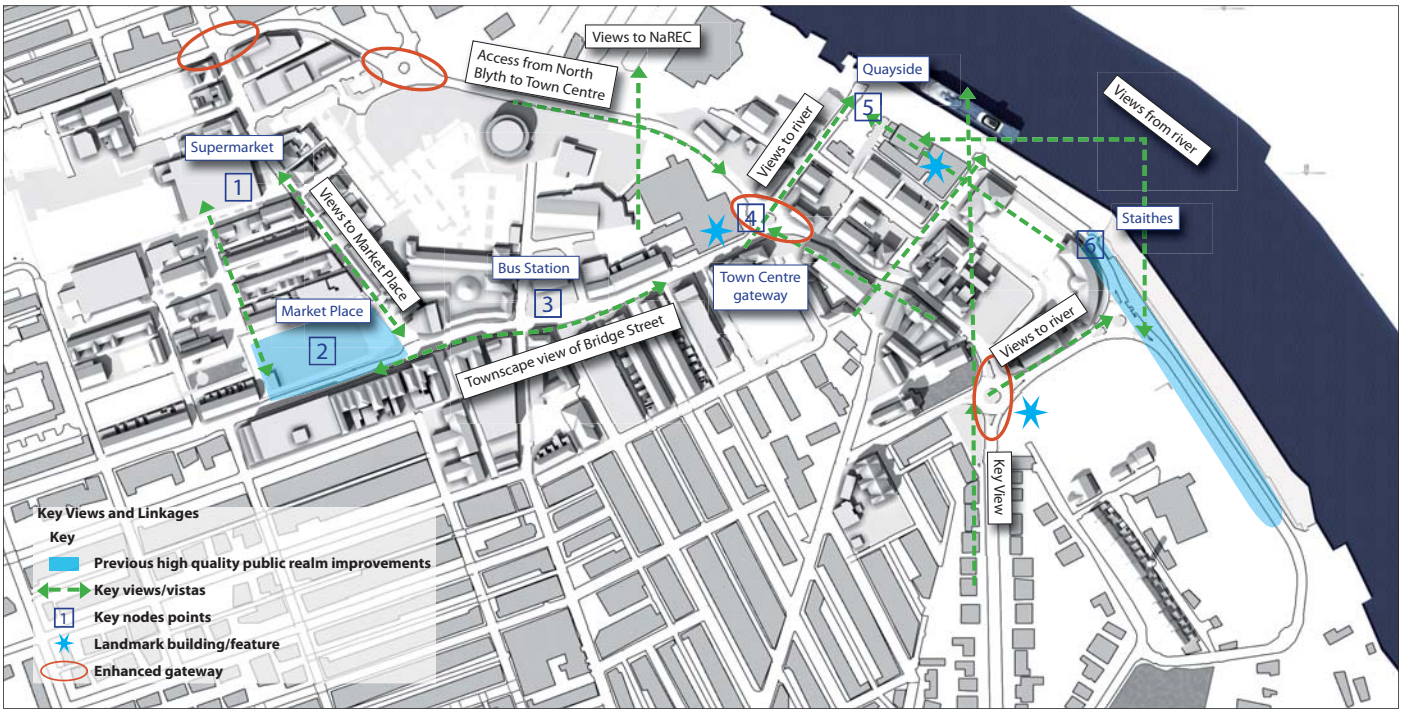


Figure 8.2 Key views and linkages.

8.1.6 Regent Street/Bridge Street/Quayside
This primary route is punctuated by a number of key public spaces which will enhance the route towards the Quayside and vice versa. This primary route begins at the north end of Regent Street which will link in the residential area of Cowpen and finish following the line of the Quayside at the recently enhanced Ridley Park to the south of Blyth Town Centre.

8.1.7 The reconnection of the north of the town along Bridge Street towards the Quayside will include the primary public spaces defined as :

1. Regent Street
2. The Market Place
3. Bridge Street
4. Bus Station and public library
5. Junction of Bridge Street and Quay Road
6. Quay Road
7. Dun Cow Quay and Ballast Hill
8. The Staithes
9. Commissioner's Quay
10. North Harbour Area
11. Ridley Park

8.1.8 Architectural Design Objectives
Reinforce and enhance Regent Street as a key primary route towards Market Place. This can be achieved by enhanced high quality public realm including new and revised signage, enhanced street lighting and orientation markers together with a coherent design approach to shop front design and any new development works to be in keeping with the nature of the area.

1. The enhanced Market Place public realm works due to commence January 2008 will form the centrepiece of the main public space within Blyth Town Centre to encourage and instil confidence, a highest quality of public realm for the market area, and opportunities for night and day activity and other recreational uses.

2. Bridge Street to be enhanced as a high quality route linking the Market Place with Quay Road and include public realm enhancement to reinvent this priority route.

3. New linkage from Bridge Street to Quay Road will be facilitated by new junction improvements to the existing roundabout and link road which currently hinders pedestrian linkage to the Quayside.

8.1.9 The previous Quayside public realm works will be further enhanced to provide greater pedestrian safety and legibility by new street lighting and street works linking the Quayside with North Quay and Ridley Park to the south of Commissioner's Quay.

8.1.10 This key route together with adjacent connecting streets from the primary works as illustrated in Figure 8.1.

8.1.11 Maddison Street/Quayside
This second key primary route links the northern area along Maddison Street (B1329) to the north of the Town Centre with the Quayside. Maddison Street is one of the main routes into Blyth Town Centre. This road is one of the major barriers to the connection of the Town Centre with Quayside for pedestrians. The road is inhospitable to pedestrians due to the close proximity of large vehicles and through traffic "by-passing" the Town Centre and the relatively industrial nature of the surrounding area reduces surveillance and in turn the perception of safety.

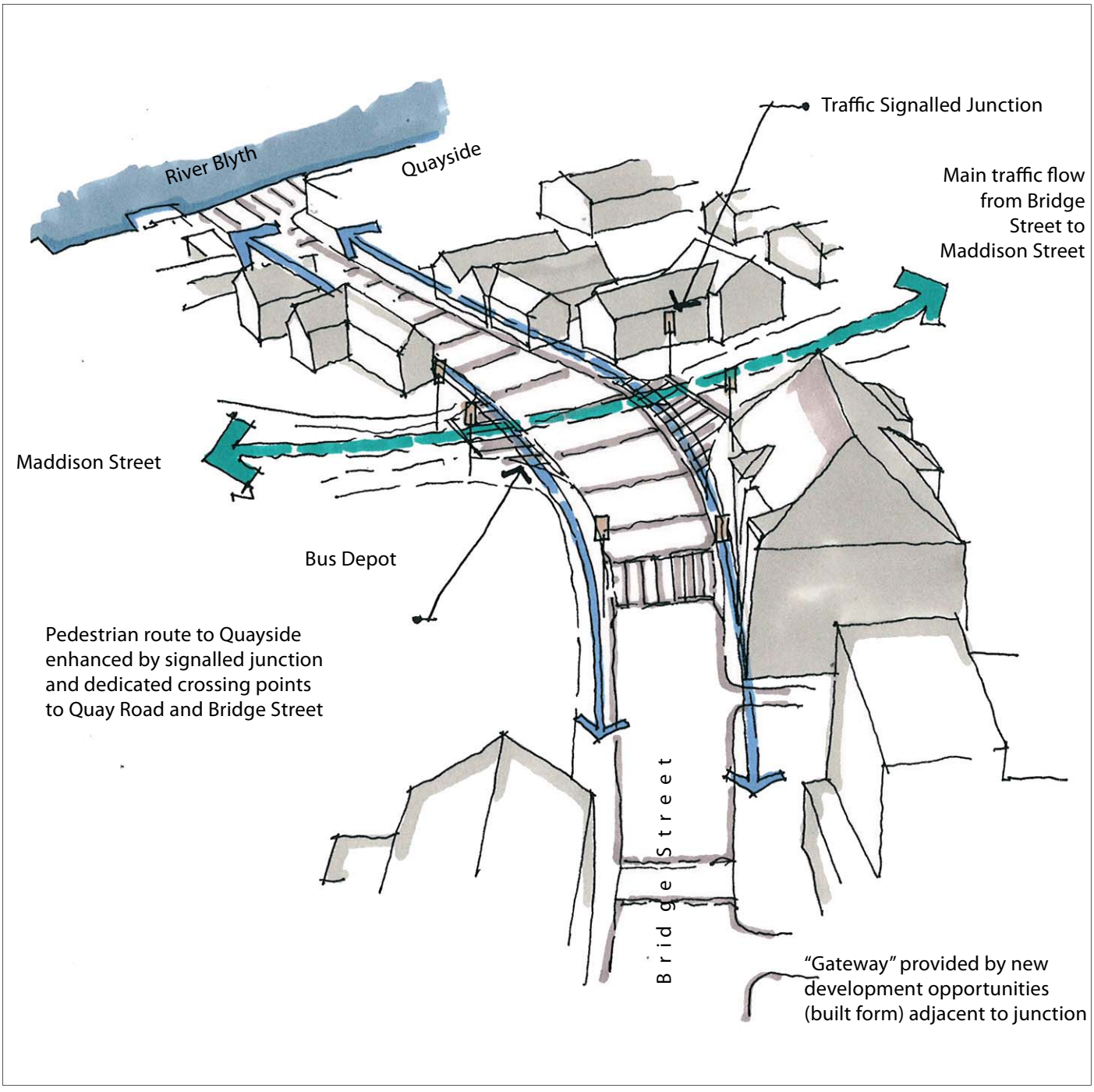


Figure 8.3 Option for Maddison Street/Bridge Street roundabout enhancement.

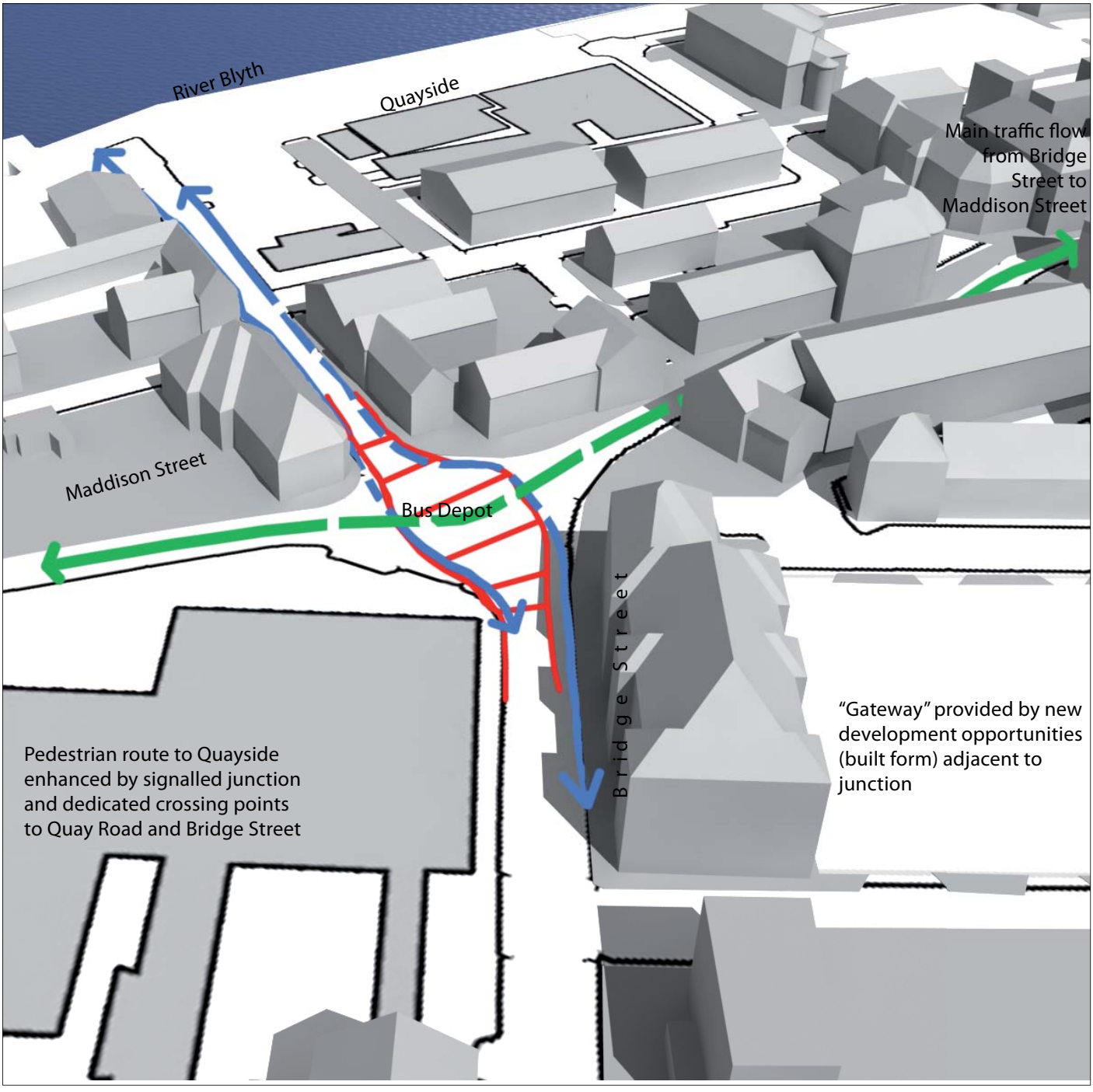


Figure 8.4 Option for Maddison Street/Bridge Street roundabout enhancement.



8.1.12 The aim of the enhanced route is to provide:

1. A safe pedestrian and cycle route.

2. Enhanced landscaping to buffer current industrial uses.

3. Provide a well lit and legible route towards the Quayside and similarly northwards towards the Cowpen residential area.

4. Pedestrian permeability is further increased via safe crossing points to break down the barrier of vehicular through traffic on Maddison Street.

8.1.13 Secondary and Tertiary Routes
Within the Town Centre study area there are other priority routes which are illustrated in Figure 8.1. These include:

1. Church Street which links Morrisons supermarket with the Market Place. This is to be enhanced to provide a more attractive pedestrian route to the Market Place, increasing linkage to the west of the Town Centre and connectivity with the western side of the Market Place Public Square.

8.1.14 Beaconsfield and Stanley Street
Public realm improvements are also proposed to enhance pedestrian and cycle linkage to Ridley Park from Bridge Street via the residential streets of Beaconsfield and Stanley Street.

8.1.15 Routes formed by landmarks and Gateways
Key movement routes should assist the arrival experience and present a clear structure for negotiating routes around and to key locations such as attractions, car parks and public transport nodes within the Town Centre.

8.1.16 Movement patterns should be directed towards creating :

1. Simple town edge circulation that is easily crossed by pedestrians and cyclists and does not form a barrier.

2. Town Centre circulation which is traffic calmed and aids pedestrian primacy.

8.1.17 By recognising where gateways into the Town Centre should exist or should be created, development and physical restructuring can be encouraged. Gateway components should aim to:

1. Provide identity and meaning to the arrival experience.

2. One of the main arrival points to Blyth Town Centre is from the south along Ridley Avenue towards Bridge Street. It is intended that the roundabout at the Bridge Street/Quay Road junction should be enhanced with clear direction signage and street improvements.

3. Distant and glimpsed views of the River are dominated by the Alcan silo works. It is suggested that these industrial structures should be enhanced with architectural night lighting to provide a focal landmark feature (See page 116).

4. Similarly, the existing gas monitor could be enhanced, instead of being a possible eye sore, this could be part of a wider lighting strategy to include key historic buildings to enhance and enliven the route towards the Quayside at night. This would make the most of Blyth's distinctive, historical, industrial landmarks which would be clearly visible from all parts of the townscape.

5. To the north of Maddison Street two further gateway arrival points will be enhanced with good quality public realm, signage and crossing points to increase pedestrian legibility and access and reduce the back land infill industrial areas which currently dominate the street scene.

6. Long distance view corridors will be enhanced where possible by landmark buildings punctuating the route to provide good orientation towards the Quayside as a means to orientate, experience and interpret the Town Centre.

8.1.18 The following images illustrate the route linking the town centre with the Quayside (Figures 8.5 - 8.13).

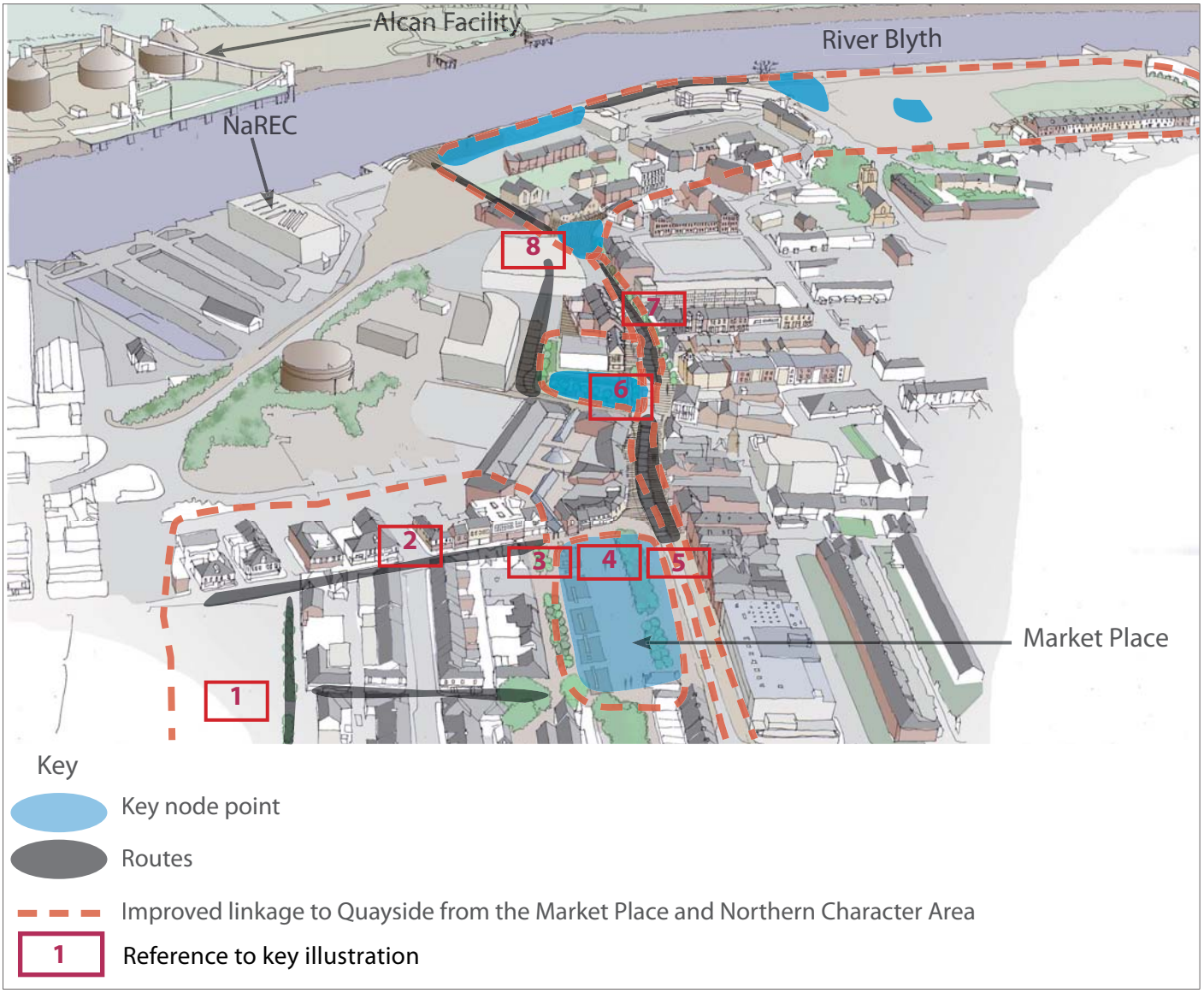


Figure 8.5 Improved routes to Quayside and location of artists impression in Figures 8.6 - 8.13.

Figure 8.6 Primary pedestrian route - Delaval Street to Regent Street.

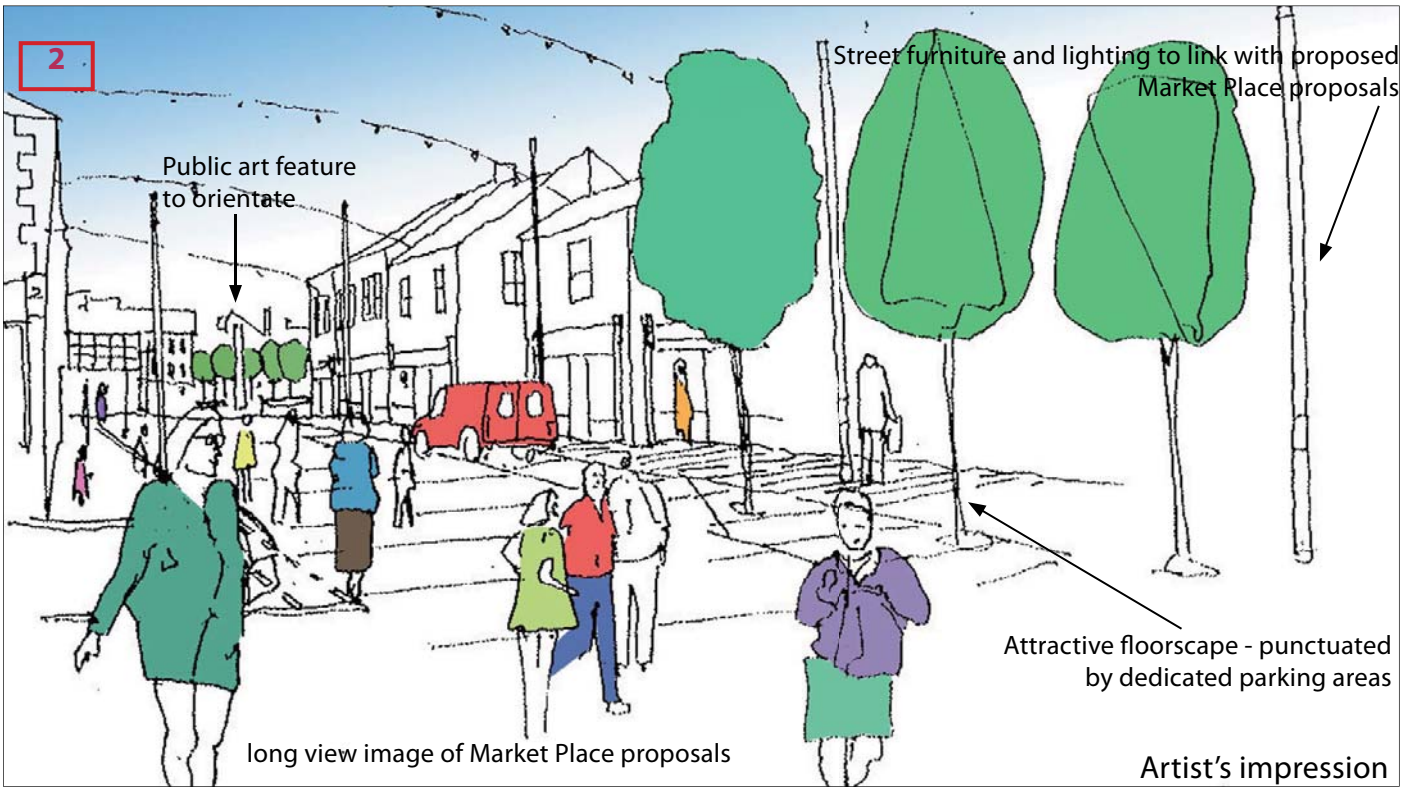


Figure 8.7 Primary route - Regent Street to Market Place.

Figure 8.8 Primary route - Market Place towards Keel Row.

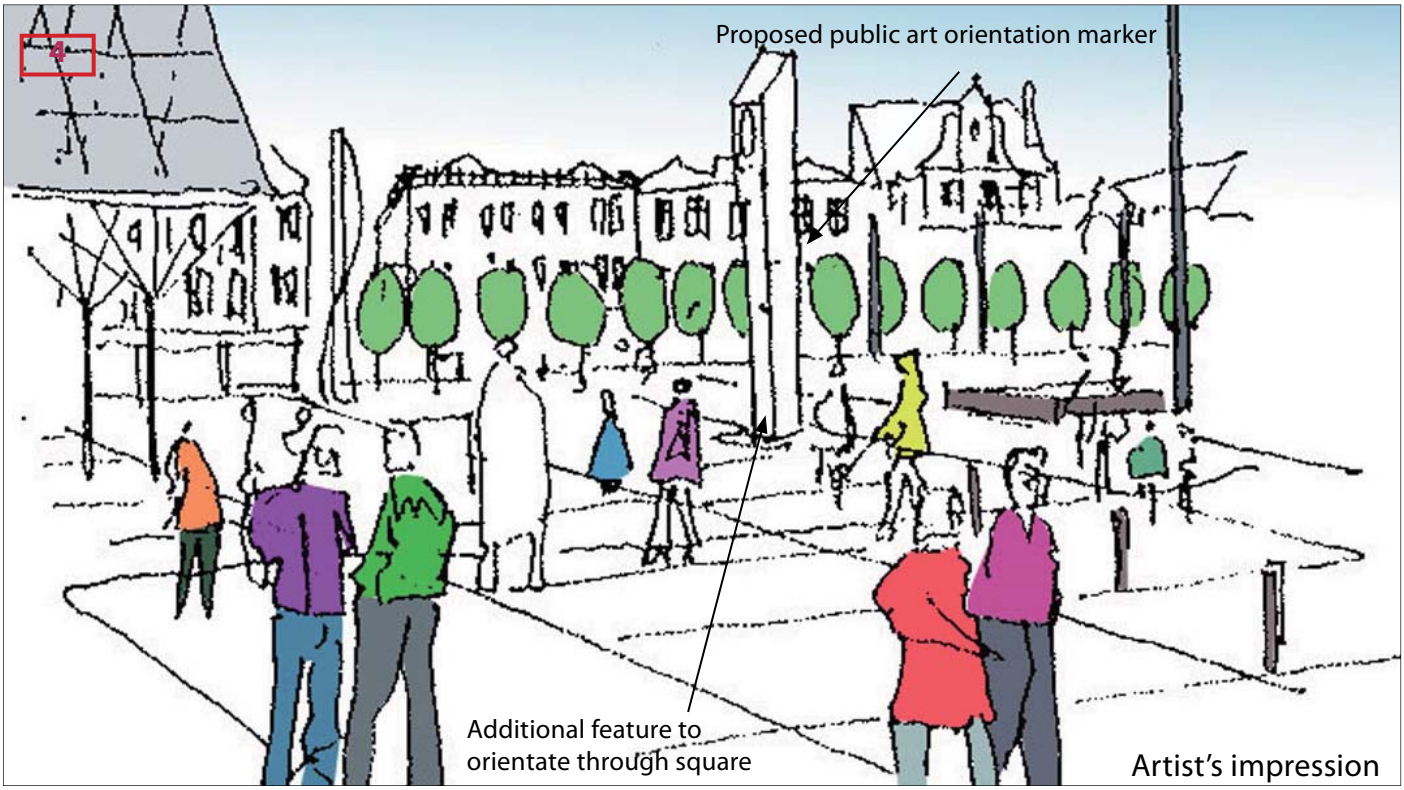


Figure 8.9 Primary route - Arrival at Market Place.

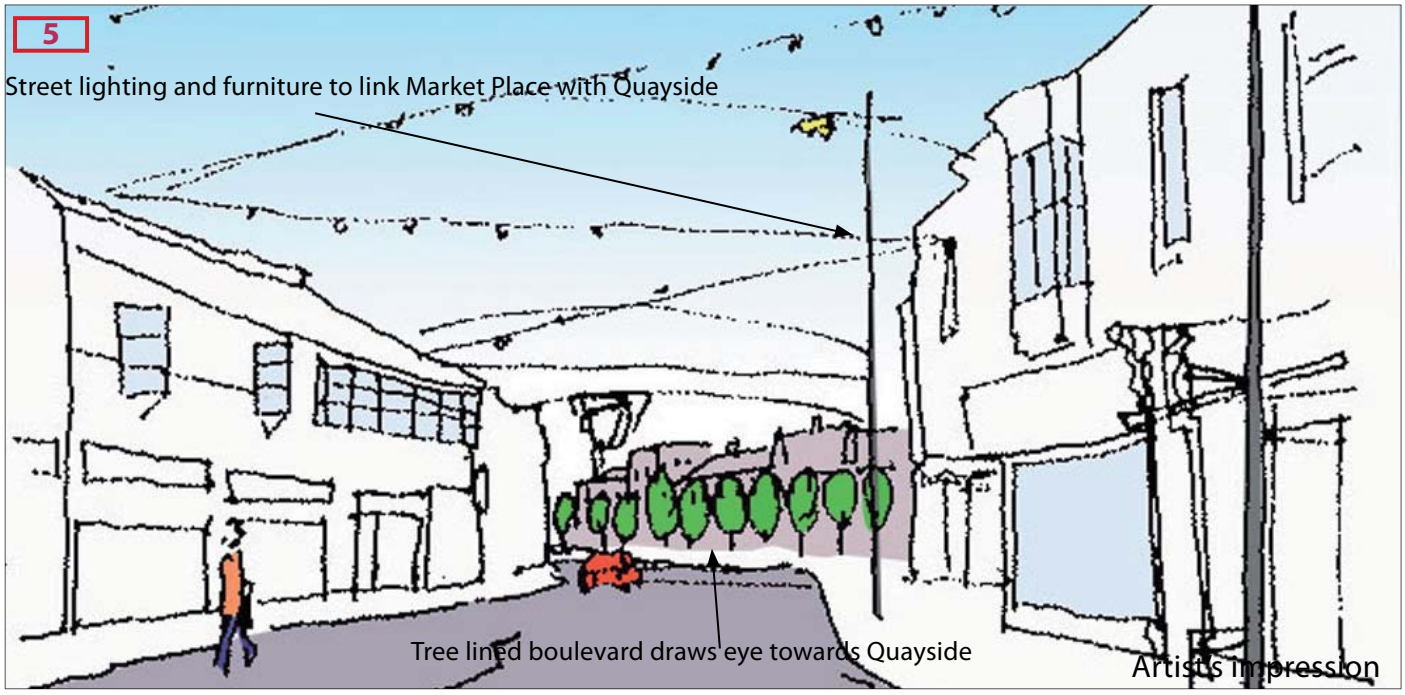


Figure 8.10 Primary route - Bridge Street to Quayside.

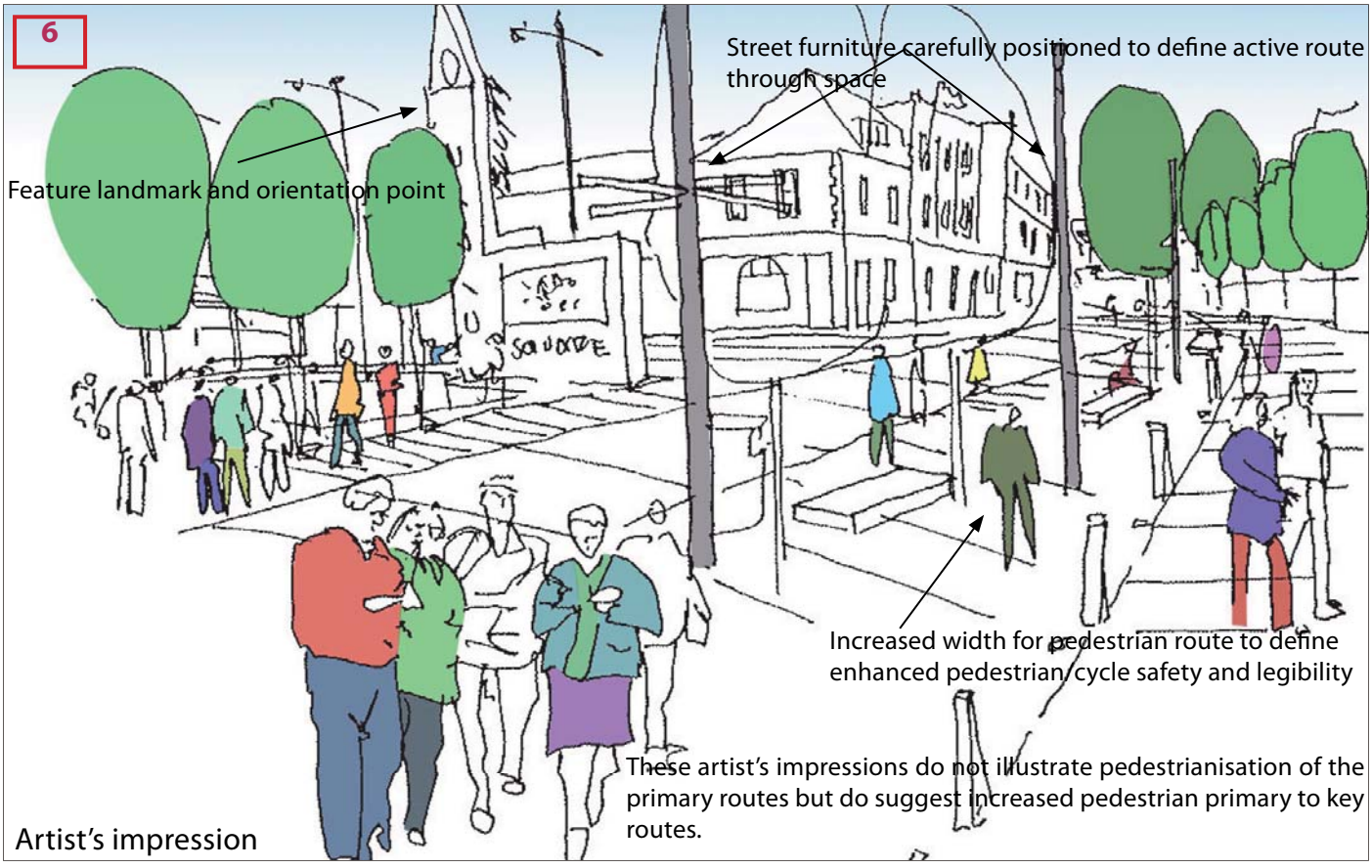


Figure 8.11 Primary route - Bridge Street looking towards the bus station.

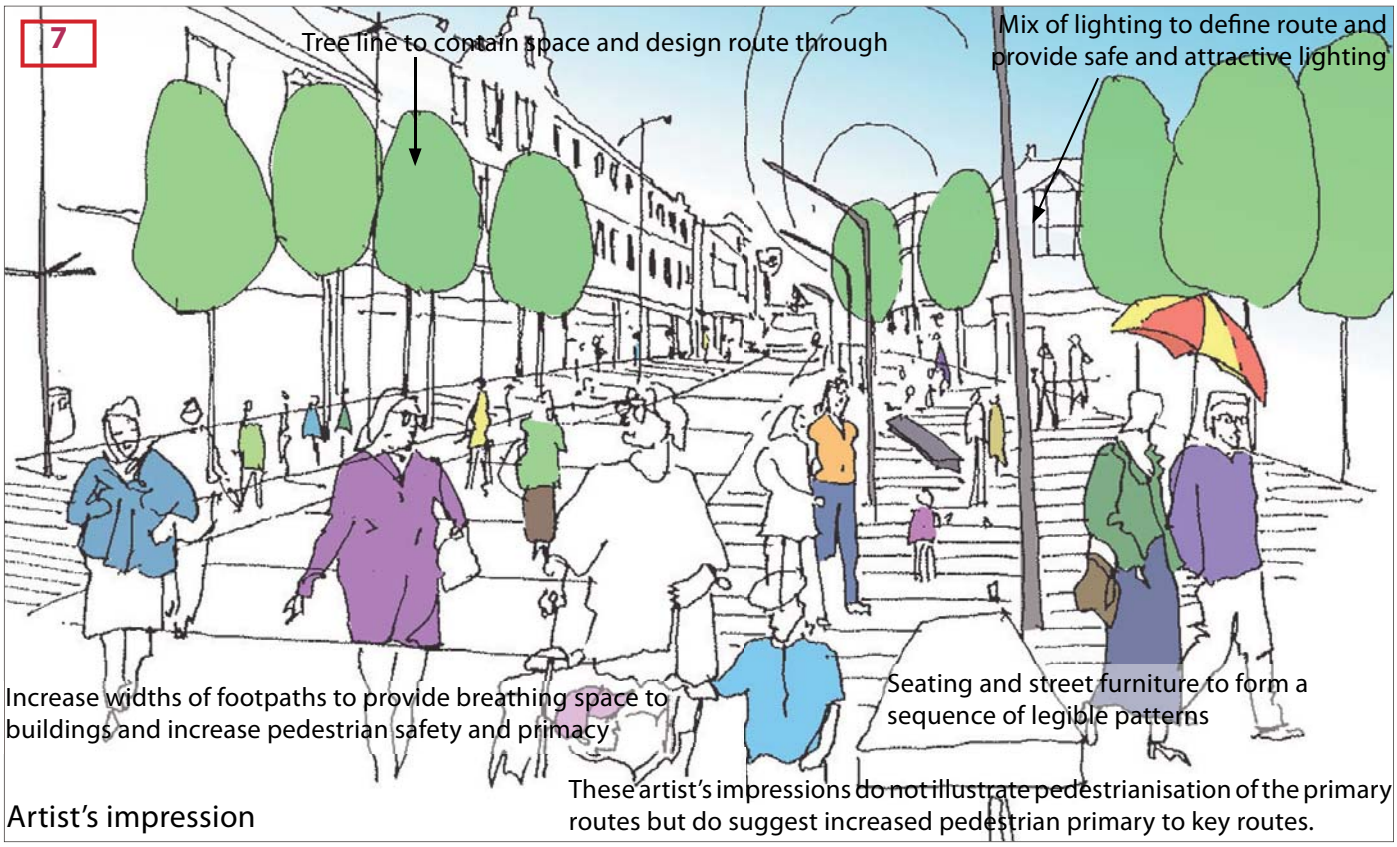


Figure 8.12 Primary route - Enhanced Bridge Street.

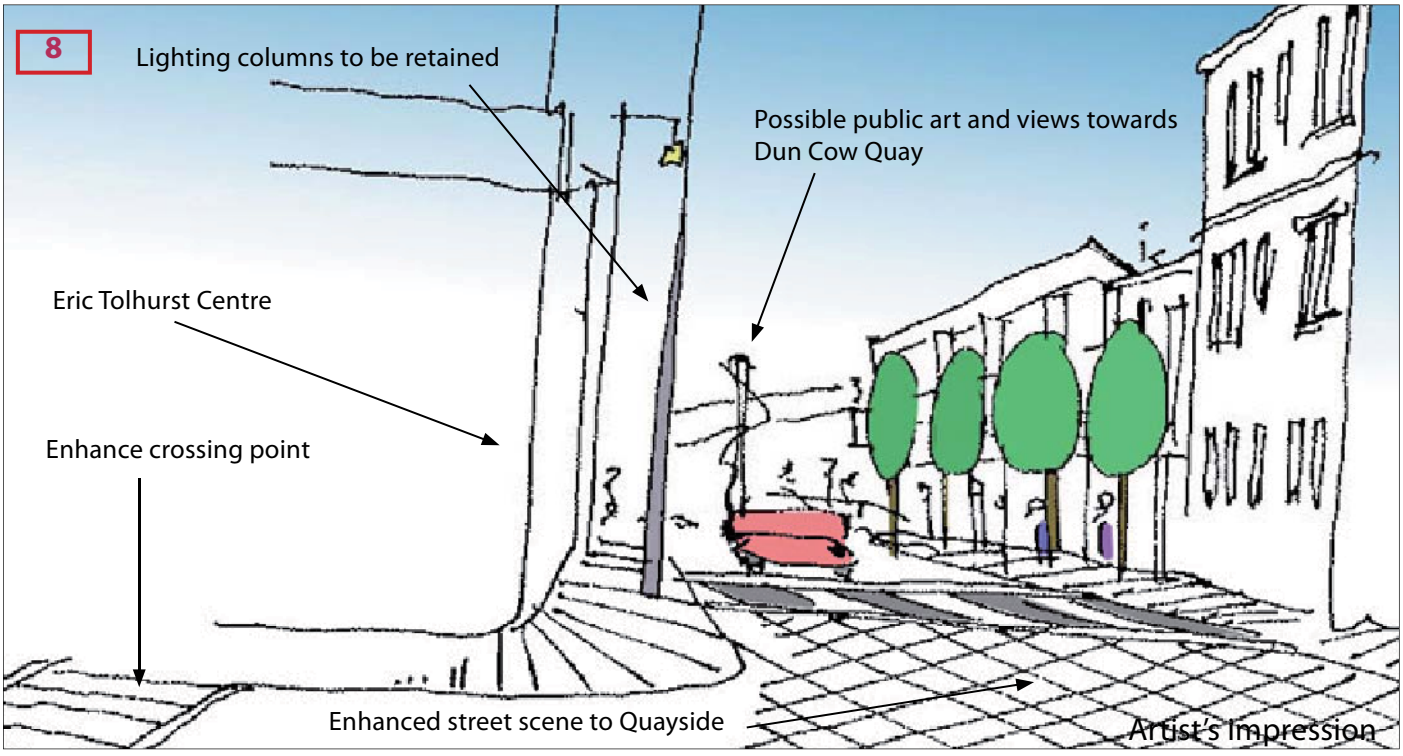


Figure 8.13 Primary route - Quay Road.

8.2.0 Character Area Toolkit

8.2.1 Design Toolkit

The Public Realm Strategy does not give complete design solutions for the areas it deals with, but instead seeks to provide a design toolkit, illustrating in wider scale how the various parts of the town relate to each other, then how a palette of materials can be used to raise the bar on quality and give unity and a sense of place, helping to overcome some of the fragmentation problems.

8.2.2 Townscape and Materials

Central to the Public Realm Strategy is the requirement to improve the townscape quality, reduce visual fragmentation and make physical improvements that will reduce traffic dominance and improve the pedestrian environment. The Market Place project was used as a benchmark for this process, having an approved palette of high quality materials. A single paving material from the Market Place palette of materials has been selected to run through the entire town centre giving a thread of consistency, then each character area is allocated a palette and hierarchy of materials relating to a simply hierarchy of routes and spaces. In addition the street furniture palette from the Market Place provides a further opportunity to extend the treatment into appropriate locations, though furniture should be used sparingly to avoid clutter**.**

8.2.3 As part of the ongoing renovation , maintenance and original historic fabric of Blyth, a mixture of materials and colours of varying degree of effectiveness and quality have been employed within the varying character areas within the Town Centre. It is suggested that a palette of materials, street furniture and public realm proposals draw on the previous Blyth regeneration proposals of the Market Place and Staithes renovation work. Although this will not be a full replication of proposals to these key renovation projects, they form the basis on which to provide a "family of details and products" which can be used in varying degrees of usage and a hierarchy of priority and in materials used can then be suggested for other regeneration proposals within each individual character area.

8.2.4 It has been suggested that the grey colour format of the street furniture combined with stainless steel seating, bins etc are taken through into the various character areas under the umbrella of a family of details. The extent to which these are employed within the various areas is illustrated in priority terms on Figure 8.14. The diagram will also illustrate the quality of materials to be used whether it is in the high quality areas of Bridge Street where a high quality finish is required to the approach used in the mews areas of Dun Cow Quay, each area has been graded to form an Action Plan for commissioning works.

8.2.5 The previous public realm works that have been undertaken at the Quayside will be enhanced as part of the regeneration proposals for the Quayside area to tie in and possibly additional lighting / street scene materials and products. This will ensure a cohesive, holistic approach is achieved in bringing together the various character areas linked by similar public realm proposals.

Figure 8.14 Priority Public Realm Works

8.2.6 Coastal Location

It will be important for the long term success of any improvements to be robust and practical, especially given the coastal location. Tree and plant species must be salt and wind tolerant, and any painted steel should be specified with a paint system resilient to salt winds.

8.2.7 Trees will struggle to survive in the water front areas, however they should succeed on many streets and spaces and particularly in the shelter of enclosed courtyards, and will help to improve the microclimate and air quality in the town. There is a variety of native species that would grow well and help contribute to biodiversity enhancement. A range of species should be used to enhance the different character areas.

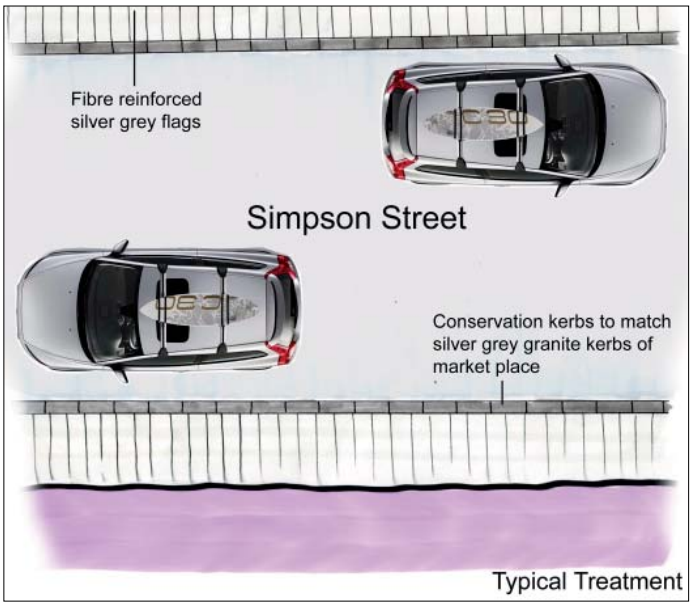
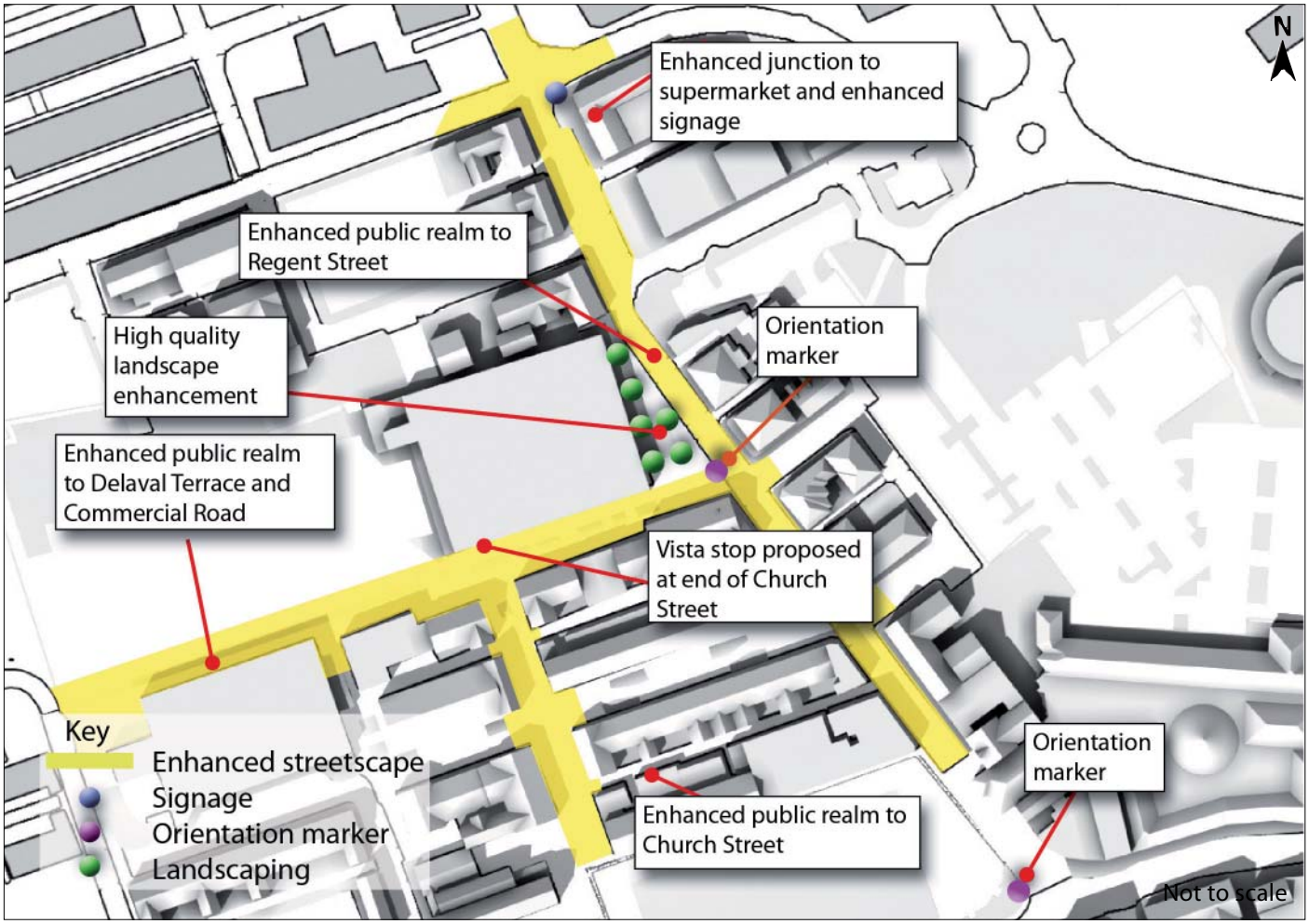


Figure 8.15 Public realm guidance for Northern character area.

8.3.0 Northern Area

8.3.1 The busy shopping street such as Regent Street are suffering from dominance of traffic, and associated noise, air quality problems and danger. Ideally, full pedestrianisation would be preferable where achievable, but even a partial reduction in vehicle access would bring many benefits. By introducing a high quality paved, kerbless street surface to priority streets capable of withstanding some vehicle overrun, vehicles can be largely discouraged without actually blocking off the streets fully. The narrower back lanes could remain in black-top and serve well for all practical servicing needs.




Urban Elements - system1 bollard


Urban Elements - system 1 tree grille

Urban Elements - UE1053 litter bin


Urbis Modulum Lighting coloumn 2


Urbis Modulum Lighting column


Voss - Bs 30 bench


Voss - Bs 30 bench 2


Voss - Bs 30 bench 3

Figure 8.16 Public realm guidance for Northern character area.

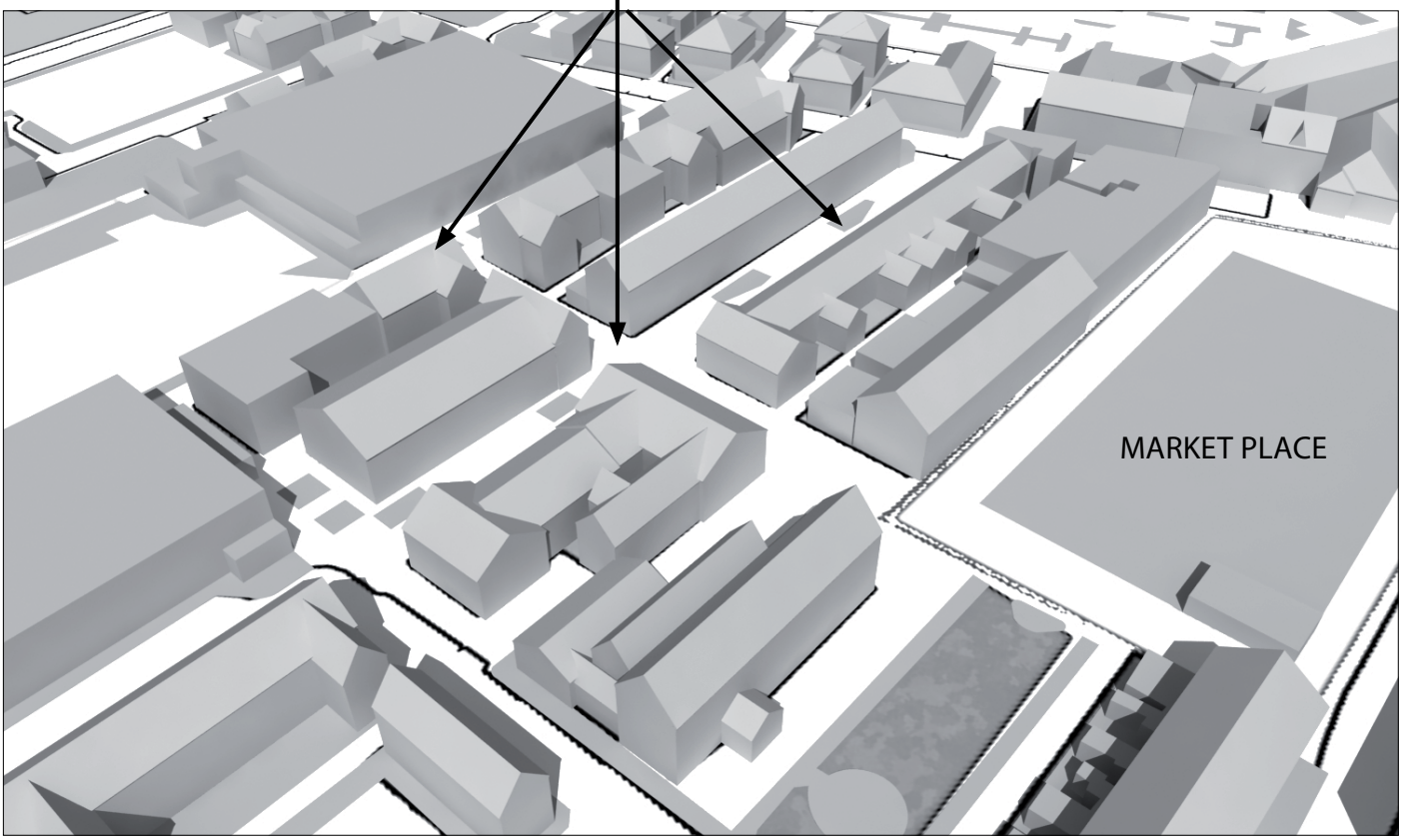


Figure 8.17 Public realm guidance for Northern character area - typical street and aerial overview of area.

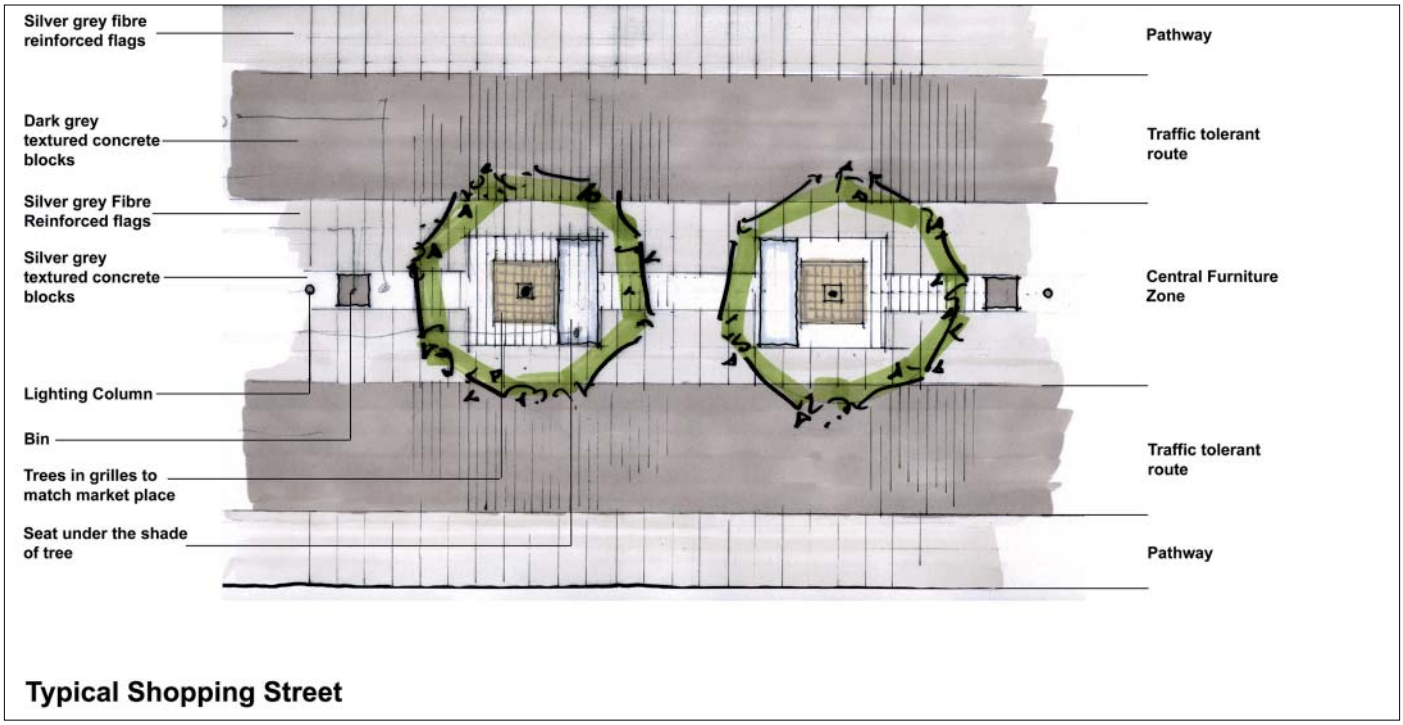
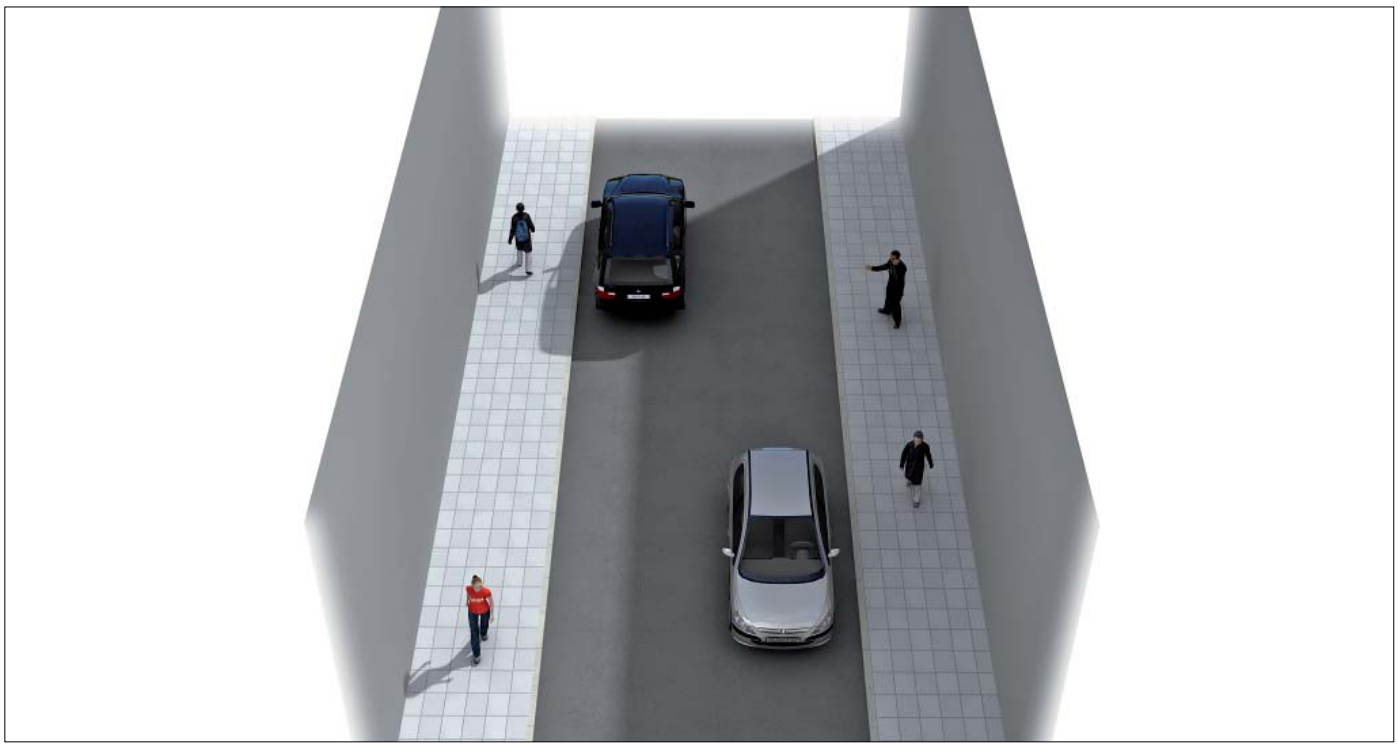


Figure 8.18 Public realm guidance for Northern character area - typical street example.



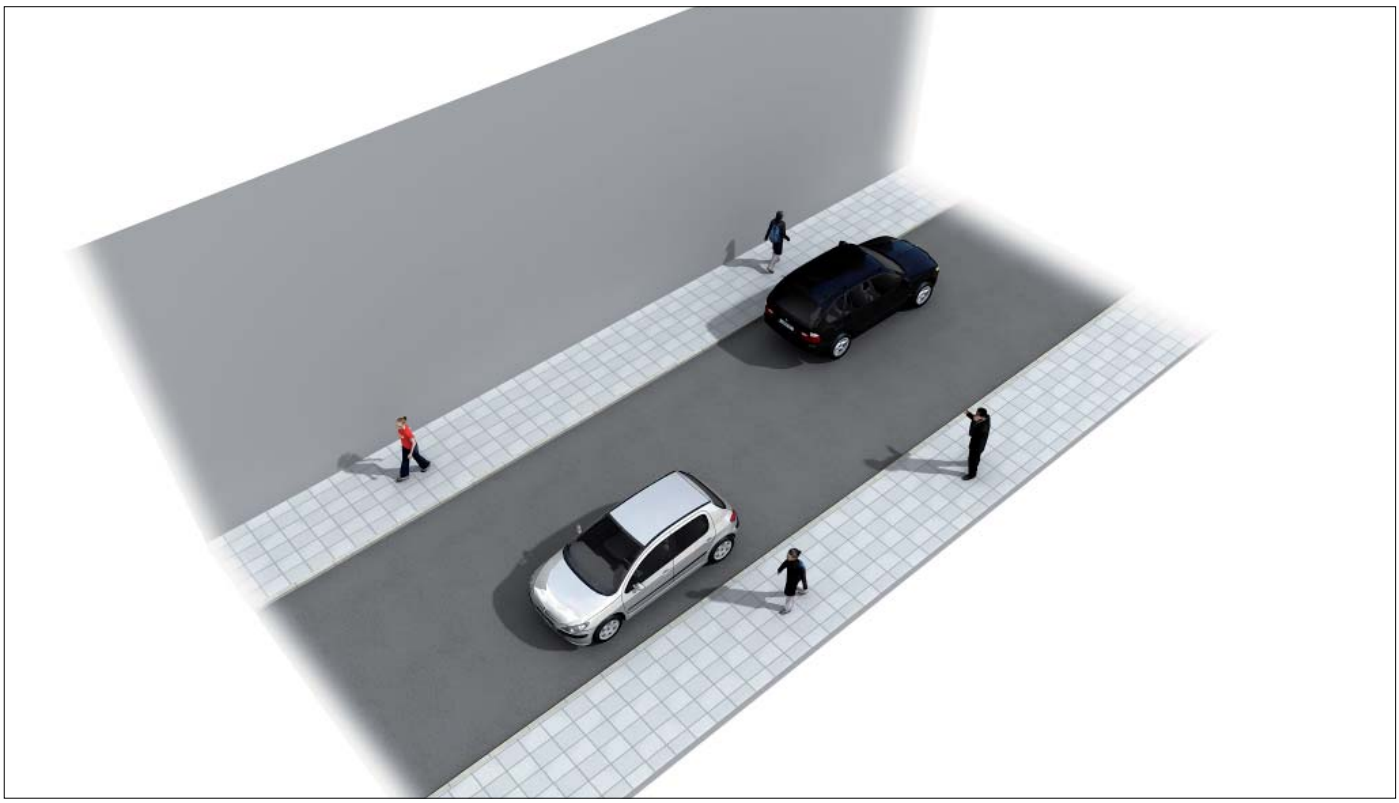


Figure 8.19 Public realm guidance for Northern character area - typical street example - vehicular route.

8.3.2 Character and Materials

The materials should link to the wider palette and include the town centre- wide 'thread' material of silver grey granite setts along with textured silver grey flags. Dark green granite setts could be used sparingly to highlight key points such as intersections and as an 'apron' at entry points to signal the change to a pedestrian dominated street. In addition, the black granite plinths used in the Market Place can usefully be repeated in a more compact scaled down form to act as vehicle stoppers where it is desirable to reduce vehicle access to certain streets.

8.3.3 Trees

Introduction of street trees to shopping street and particularly into the parking zones will be important for a number of reasons. Firstly they will help with air quality problems, absorbing some carbon dioxide, and also helping to absorb some of the traffic noise, and also they will visually 'break up' the expanses of surface parking and further reduce the dominance of vehicles. At the detailed design stage a review of buried services will be required (ideally a test trench) to establish exactly where the utilities lie and where tree planting is permissible. Using proprietary root barriers it should be possible to introduce trees into the car parks. To allow cars to park close to the trees it will be necessary to specify a proprietary root cell system to prevent compaction and allow paving over the root zone, and steel tree guards tall enough to be seen by drivers will need to be positioned carefully not to intrude into the parking spaces. Such measures should allow trees to be successfully introduced without taking up excessive space.

8.3.4 Studies have shown that trees help to improve air quality especially in traffic hotspots. Not only do trees absorb carbon dioxide, they also act as a biological filter, trapping tiny particles on their leaves, which are later washed off with rain.

8.3.5 The best leaf types to trap particles are large leaves with fine hairs on the surface or sticky leaves, such as limes. However limes are not always happy close to the coast, but would thrive in sheltered spots with plenty of space.

The following criteria should be used when selecting trees for Blyth:

1. 20-25 cm girth when measured at 1.0m above ground level, to give street presence and to resist trunk snapping by vandals
2. Salt tolerant
3. Wind and frost hardy
4. Tolerant of pollution
5. Columnar or fastigiated crown habit on bus routes and retail areas
6. Low or medium water demand roots (no willow or poplar)
7. Non suckering roots to reduce damage to paving
8. British native where possible, preferably locally sourced if large stock sizes available
9. Clear stems for good pedestrian visibility
10. Good seasonal interest e.g. spring blossom, autumn colour, good nectar source, berries for birds

8.3.6 Tough British native trees which should tolerate pollution include Silver Birch (Betula Pendula), Rowan (Sorbus Aucuparia) and Alder (Alnus glutinosa), though they may need to be clipped back along bus routes. If true British natives are not available at semi mature stock sizes it may be necessary to specify select varieties such as 'Sorbus aria 'Lutescens' or Sorbus aria 'Shearwater Seedling', or tough non natives such as Ornamental Pear Pyrus calleryana 'Chanticleer' which has a columnar habit suitable for streets, however local British natives should be the first preference.

8.3.7 Sheltered courtyards could offer the opportunity to include attractive flowering native trees such as Wild Cherry (Prunus Avium) and Bird Cherry (Prunus Padus).

8.3.8 Large leafed lime (Tilia playphyllos) is tolerant of pollution and could be considered for creating a distinctive character in larger sheltered spaces where parked cars would not be affected by their sticky secretions. London Plane (Platanus x hispanica) is known to fare well in polluted urban environments and could be considered for larger spaces sheltered from salt winds.

8.3.9 Gateways

Treatment of gateways and junction will play an important role in improving the legibility of the town and highlighting key entry points, while emphasising the transition between character zones.

8.3.10 Several have been identified that would benefit from improvement works. In all cases a highways engineer will need to be closely consulted in the resolution of detailed design, nevertheless this strategy proposes consideration of a number of treatments.

8.3.11 The roundabout at the eastern end of Bridge Street is presently unfriendly to pedestrians and is preventing easy pedestrian movement into Dun Cow Quay. It would benefit from an exploration into ways to allow easy pedestrian crossing plus an improvement in visual quality to signal the gateway to the Town Centre, and waymarking techniques to encourage flow to the Quay. The re-development of the bus depot has potential to achieve a sense of gateway trough the massing of the architecture, then by changing the roundabout to a signalised crossing with a change in road surfacing, the ceaseless flow of traffic will be controllable to allow pedestrian flow across this junction. The use of materials could include the dark green granite from the Market Place, and the 'thread' of silver grey granite giving continuity from the Town Centre to the Quay, however it would be acceptable to retain the existing whinstone retaining revetment that is characterful of Blyth.

8.3.12 The junction at the B1329 and Albert Street at the entrance to the NaREC site would also benefit from some upgrading to provide a clear entrance to the industrial site and to improve the link into the Town Centre at this location. Simple minor improvements such as extending recent pavement treatments and enhancing roadside planting will improve this important road.

8.3.13 Further north at the junction with Regent Street and Maddison Street, this junction will increase in importance with the development of Morrisons Supermarket and act as a key entry point from the northern side of town. Improvement of this junction and upgrading of entry roads into the town centre will help to solve the fragmented townscape in this location, improve the environment for pedestrians, increase legibility and improve the setting for other potential development plots. Suitable treatments might include high quality floorscape materials, signalised crossings, gateway features and tree planting where space permits.

8.4.0 Bridge Street Area

8.4.1 Bridge Street and Waterloo Street form the central spine through the town centre and as such are the highest priority in terms of both quality of treatment and also in their functionality as the core area and hub for key links to other parts of the town such as the Quay and Ridley Park.

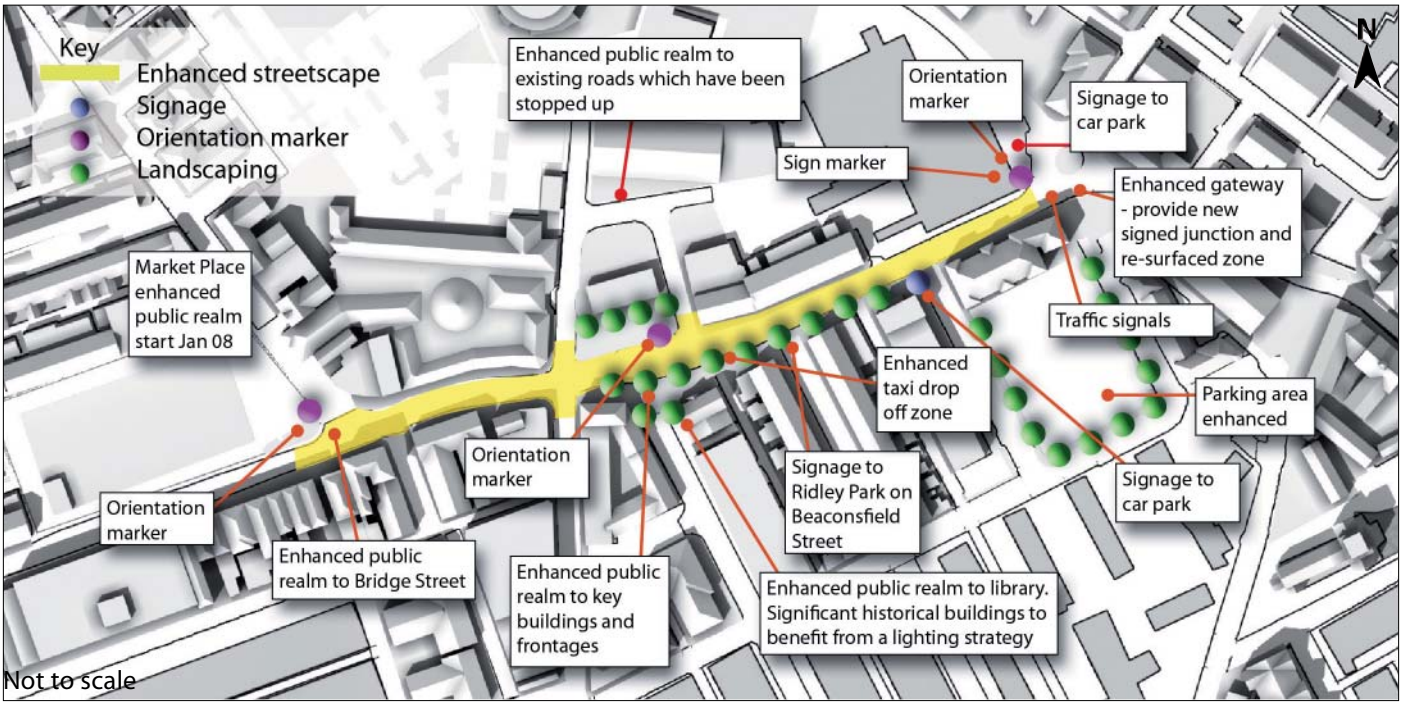
8.4.2 As a future aspiration the study has identified that the library building could, in the future be the location for a new town space offering a number of functions. This location feels like a natural stopping place en-route to the Quay, and offers the first glimpse of the turbine blade tips on the horizon, an important visual reminder that the river is nearby. In contrast to the vast market place, in use three times a week, this space could be contrastingly intimate with large trees and seats, the whole being focussed on the facade of the library. However at present this location is dominated by the bus station building, by buses looping around, or waiting with engines running. The air quality is poor and the overall effect is noisy, grimy and unsettling. However at present the re-routing of the buses is not achievable and there is a need for a taxi rank in front of the library, so this new space can only be considered as a strategic goal for the future.

8.4.3 However, what is achievable in the relative short term, is a full improvement to the streetscape of Bridge Street, along with visual markers to encourage links to the Quay.

8.4.5 At present it is not possible to reduce the numbers of buses that use Bridge Street, again this must remain an aspiration for the future. However it will be possible to reduce the carriageway width to slow down the traffic, add crossing points and give additional width to the footpaths, particularly on the sunny, north side of the street, helping to give a sense of priority to the pedestrian users. Use of quality materials linked to the Market Square improvements will also reinforce this message that Bridge Street is at the top of the street hierarchy.

8.4.6 Introduction of street trees will be important in this area. Visually they will help to raise the sense of quality and help the road to become a leafy boulevard link to the Quay, and further reducing the dominance of vehicles in the streetscape.

8.4.7 At the detailed design stage a review of buried services will be required, (ideally a test trench), to establish exactly where the utilities lie and where tree planting is permissible. Using proprietary root barriers it should be possible to introduce large scale street trees at semi mature size, which will need to be tolerant of salt winds, not too spreading in habit, and which will help to bring a civic quality to the street. Protective tree guards are available either 'off the peg' or ideally could be the subject of a bespoke design commission since they are potentially a strong visual element in the streetscape.



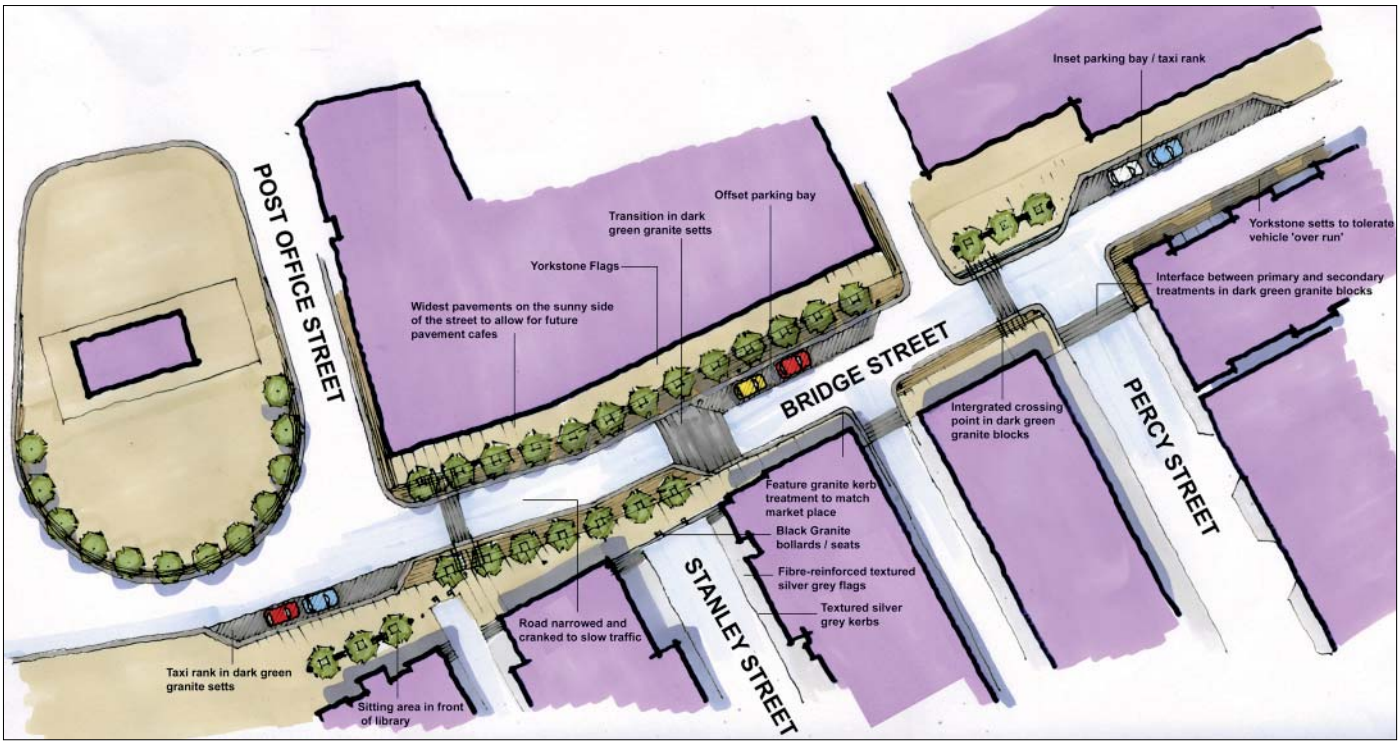


Figure 8.20 Public realm guidance for Bridge Street Area character area.

8.5.0 Southern Area

8.5.1 The area to the south of Bridge Street and the town centre consists predominantly of quiet residential streets of two storey late Victorian houses, peppered with local services such as dentists, doctors, local shops, churches, nursing homes and a theatre.

8.5.2 The most important of these is Beaconsfield Street which is blocked off to vehicles at its intersection with Bridge Street and is an important pedestrian link to Ridley Park to the south east, though dominated with on street parking for residents.

8.5.3 Beaconsfield Street strikes off southwards from the heart of town leading alongside the west side of the library building, past the theatre and Masonic lodge and on to the intersection with Plessey Road. At this crossroads, Beaconsfield Street becomes Park Road and leads directly to the main Ridley Park entrance on Ridley Avenue. Ridley Park is a lovely resource well used by local families, but perhaps not easy to find by visitors in the town centre.

8.5.4 While it is an important link to the park, any improvements to townscape quality will be limited by the need to be sensitive to residents, therefore although Beaconsfield Street and neighbouring roads such as Stanley Street would benefit from new paving and furniture in the future, it should remain quiet and fairly low key in character in contrast to Bridge Street. However, signage on Bridge Street could include a directional fingerpost to Ridley Park, and in addition the intersection of Beaconsfield Street and Park Road at Plessey Road, with its pub and local shops, could benefit from the introduction of a navigation device such as a tall slender waymarker to highlight this route to pedestrians on Bridge Street, since the crank in the road prevents direct views to the park entrance.

8.5.5 The reverse route from the park back to the town centre is easy to follow since there are views along Beaconsfield Street to the gasometer, providing a rather unattractive but clear navigation point. Alternatively, pedestrians could choose to take the attractive tree lined Ridley Road leading directly north to the quay area and town centre.

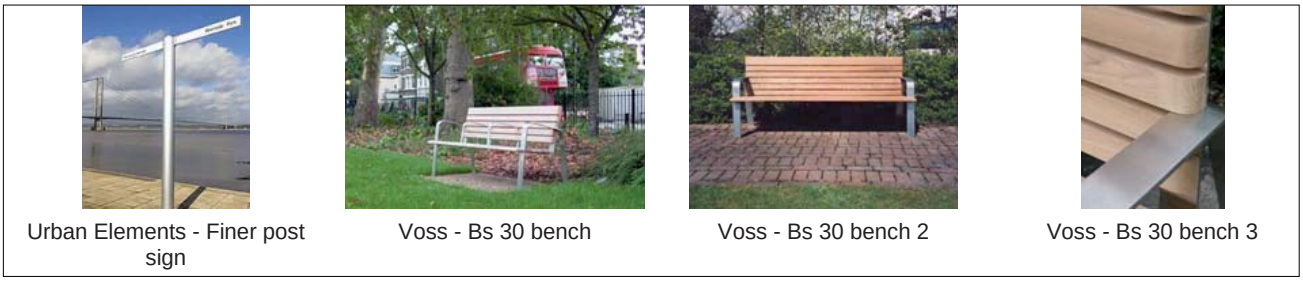


Figure 8.21 Public realm guidance for Bridge Street Area character area - materials and public realm works - typical examples.

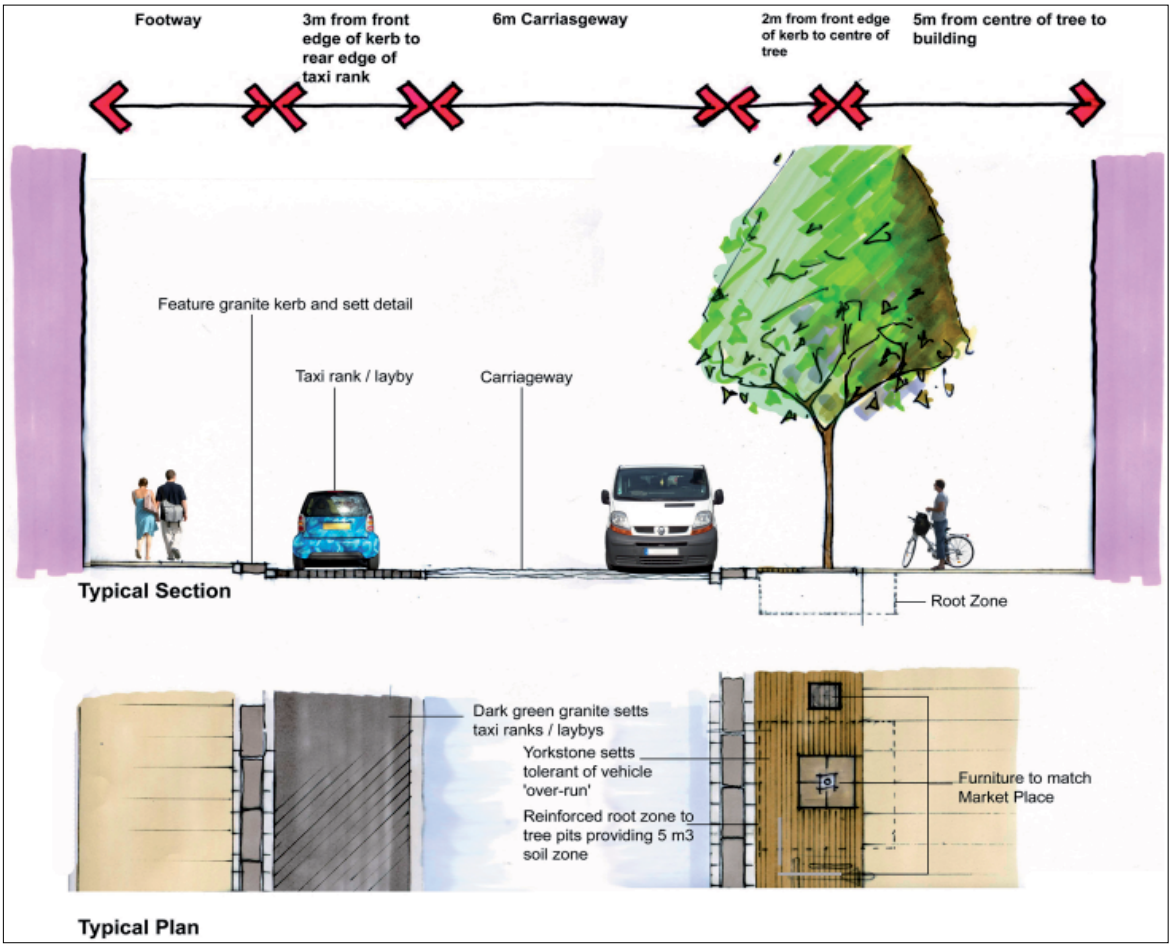


Figure 8.22 Public realm guidance for Bridge Street Area character area.

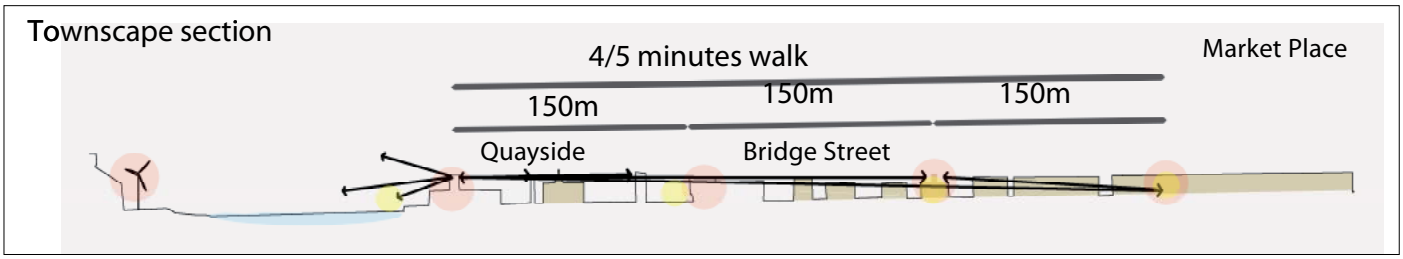


Figure 8.23 Introduction of key orientation markers.

Figure 8.24 Public realm guidance for Bridge Street Area character area - typical layout guidance example.

Figure 8.25 Public realm guidance for Bridge Street Area character area - typical layout guidance example.

Figure 8.26 Public realm guidance for Bridge Street Area character area - typical streetscape example.

Figure 8.27 Public realm guidance for Bridge Street Area character area - typical streetscape example.

Figure 8.28 Public realm guidance for Bridge Street Area character area - typical streetscape example.

Figure 8.29 Public realm guidance for Bridge Street Area character area - aerial model view of area.

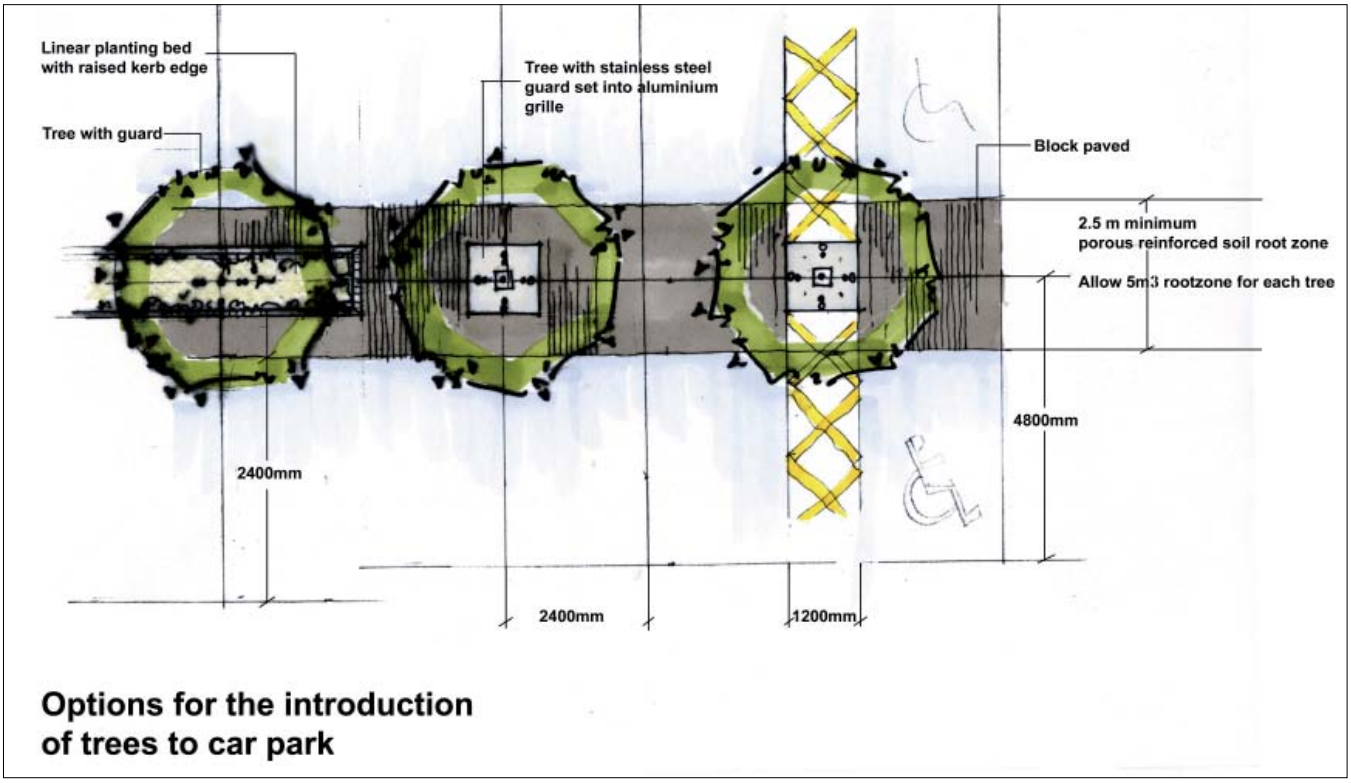
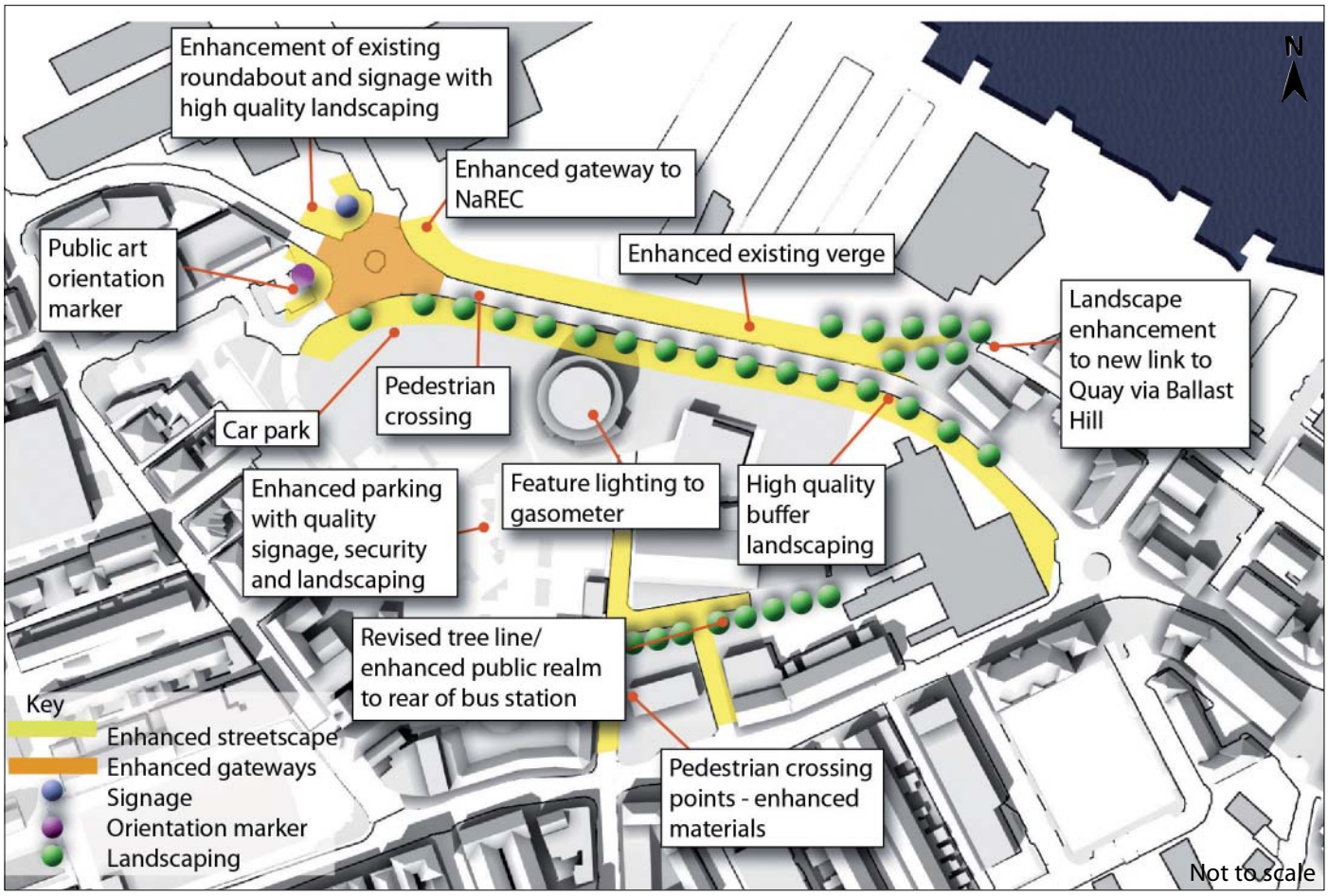


Figure 8.30 Public realm guidance for car parking within the Bridge Street Area.



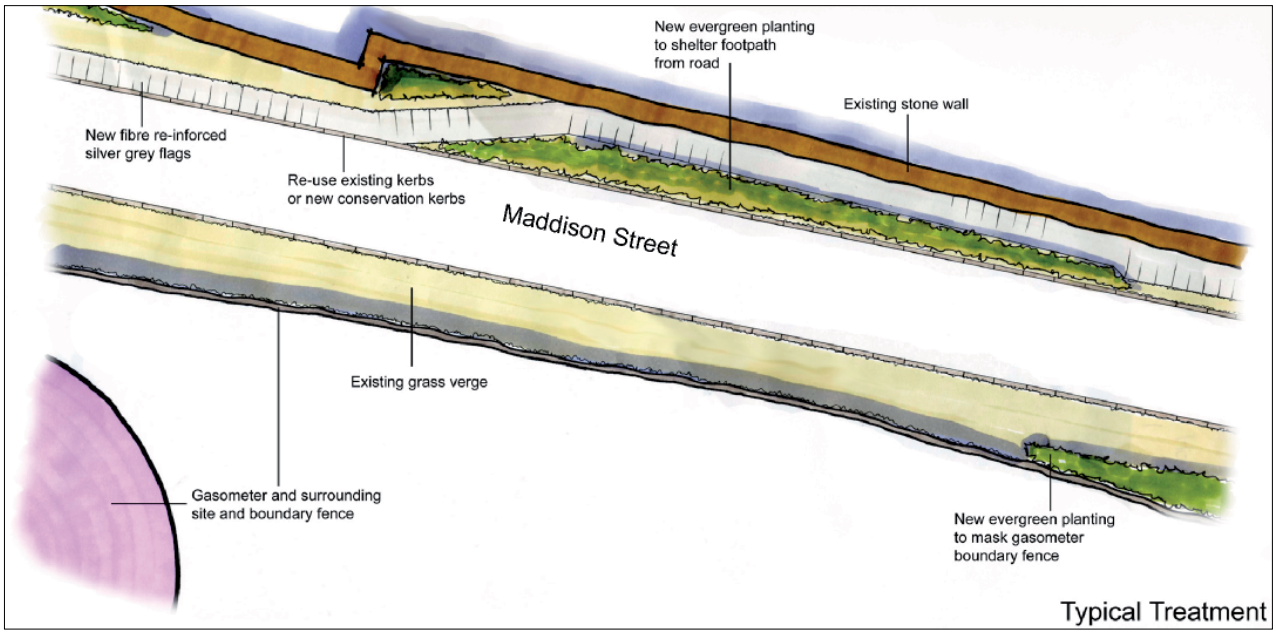


Figure 8.31 Public realm guidance for Bridge Street Area - typical plan example.

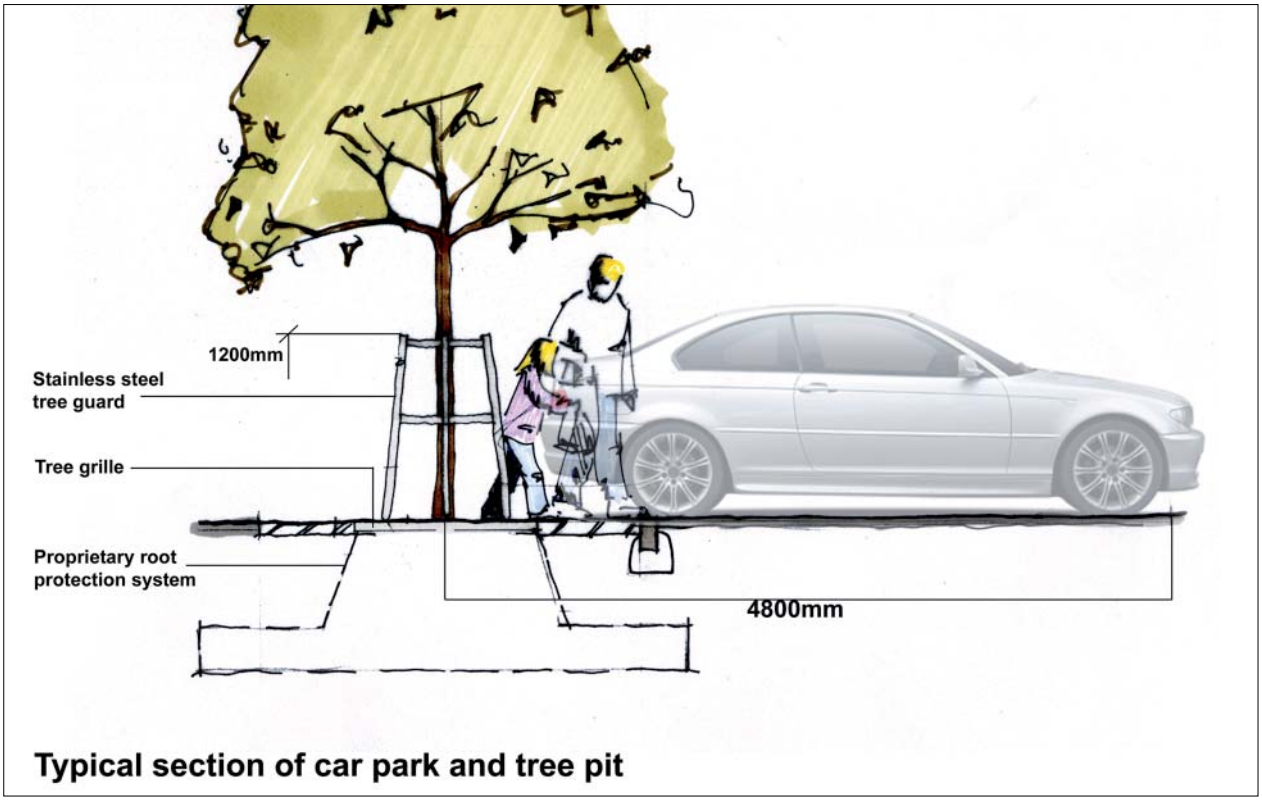


Figure 8.32 Public realm guidance for car parking in the Bridge Street Area.

8.5.6 Connectivity to the Quay

Already major improvements have been carried out to the Quay area with good quality paving, timber boardwalks, major artwork and decorative steelwork and lighting, however the area remains somewhat divorced from the bustle of the town centre. Techniques were considered in parallel with the Urban Design Guide to reinforce links to the quay, including linear lighting treatments and visual markers at key locations.

8.5.7 One of the aims of this strategy is to reinforce Bridge Street as a link to the Quay area. Partly this will be achieved by the improvement in the quality of Bridge Street itself, but also by reinforcing visual links to the Quay. Views to the Quay are presently by buildings except for glimpsed views of the blade tips of the wind turbines, therefore other techniques will be needed to make this link, such as linear decorative lighting installations to highlight the route, location of a series of tall 'waymarkers' at key points either as artworks or signage. Finally, improvements to the destination itself at Dun Cow Quay will act as a draw.

8.5.8 The junction at the B1329 and Albert Street at the entrance to the NaREC site would also benefit from some upgrading to provide a clear entrance to the industrial site and to improve the link into the Town Centre at this location. Simple minor improvements such as extending recent pavement treatments and enhancing roadside planting will improve this important road.

8.5.9 Further north at the junction with Regent Street and Maddison Street, this junction will increase in importance with the development of Morrisons Supermarket and act as a key entry point from the northern side of town. Improvement of this junction and upgrading of entry roads into the

town centre will help to solve the fragmented townscape in this location, improve the environment for pedestrians, increase legibility and improve the setting for other potential development plots. Suitable treatments might include high quality floorscape materials, signalised crossings, gateway features and tree planting where space permits.

8.5.10 Material palette

The Market Place has been given a high quality contemporary urban treatment using a range of high quality materials including various grey granites, dark green granite and smooth pale yorkstone, all designed around a formal square pattern and accentuated with raised black granite plinths and stainless steel lighting poles. These heavy quality materials are typically associated with high quality city centre urban spaces and will help change the perception of Blyth and 'raise the bar' in terms of the quality standard for the townscape.

8.5.11 There is an opportunity for this step change to filter through the whole of the Town Centre bringing improved quality and consistency and a distinct sense of place that is currently lacking. It will not be necessary to use high quality expensive materials everywhere and indeed this would not be affordable, however some of this character and 'thread' can spread into the various character areas of the town, adapting to each location appropriately.

8.5.12 It is proposed that the silver grey granite used at the Market Place should be one of the linking threads of unity in the palette of materials for the Town Centre. In lower hierarchy areas this can be translated into a high quality silver grey concrete textured kerb, block or flag as appropriate, in cases where the expense of natural granite cannot be justified.

8.5.13 In addition, the black granite plinths used in the Market Place can usefully be repeated in a more compact scaled down form to act as vehicle stoppers where it is desirable to prevent or reduce vehicle access to certain streets.

8.5.14 The treatment to Waterloo Road where it passes the Market Place, uses the existing granite kerbs re-laid and accentuated with lines of new silver granite large setts. This treatment can logically be extended the full length of Bridge Street to the roundabout opposite Dun Cow Quay. The Waterloo Road carriageway surfacing in dark green granite is not recommended to be continued fully into Bridge Street at present, instead it will be restrained to vehicle lay-bys, taxi ranks and pedestrian crossing points unless the heavy bus traffic can be reduced in the future through traffic management. Until that can be achieved a blacktop surface will remain a practical though less desirable solution for the carriageway. It is proposed that the carriageway width should be reduced to match that proposed for Waterloo Road to encourage slower 2-way traffic.

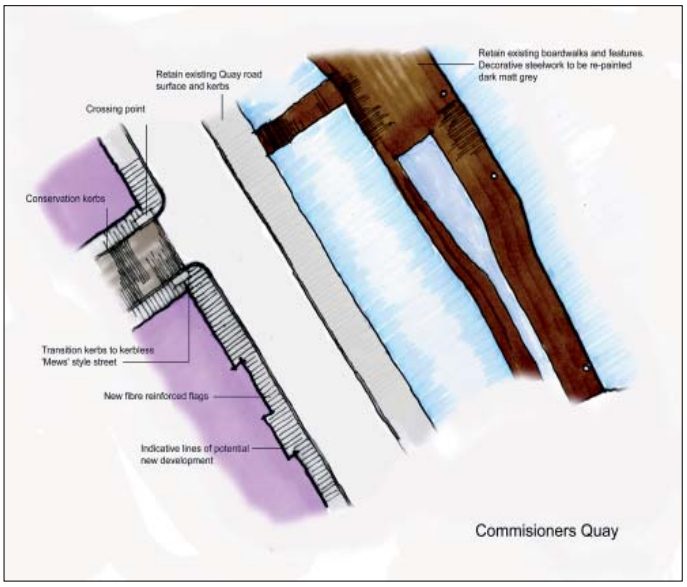
8.5.15 A further material repeated from the Market Place is the smooth diamond sawn yorkstone which will provide an appropriate high quality material for the town centre, picking up on the sandstone lintels and architectural detailing on buildings such as the library. This yorkstone should be used as the principle material for Bridge Street pavements, as larger flag sizes in broad scale areas, and as a small unit stone setts adjacent to the carriageway to tolerate vehicle overrun, and in also in narrower sections of pavement. In order to create a warmer and different character to the Market Place, red brick paviors may also be used sparingly on Bridge Street in limited locations as a highlight trim, again to give warmth to the palette and to in particular locations to emphasise architectural highlights such as the library building.



8.5.16 Street furniture should be high quality in a clean cut contemporary style, in a combination of stainless steel, dark grey matt painted finish and natural oak from sustainable sources.

8.6.0 Quayside and Historic Area

8.6.1 Dun Cow Quay has enormous potential to become a new destination area in Blyth. It already has some interesting and attractive buildings leading to the waterfront, with proposals in train to develop this area as a cultural hub. In addition there is potential for a ferry stop by bringing the old timber jetty back into use, plus cruise ships might use the quay for short stopovers, bringing visitors to the shore.




Aerial model view of area


Urban Elements - Finer post sign


Voss - Bs 30 bench


Voss - Bs 30 bench 2


Voss - Bs 30 bench 3


conservation kerb (255 x 205) - silver grey


fibre reinforced 450 x 600 flags - silver grey


Marshalls Rialta pennant grey


PACO0034


Tegula - traditional

Figure 8.33 Public realm guidance for Historic and Quayside character area - typical streetscape and materials example.

Figure 8.34 Public realm guidance for Historic and Quayside character area.

Figure 8.35 Public realm guidance for Historic and Quayside character area, typical streetscape examples.

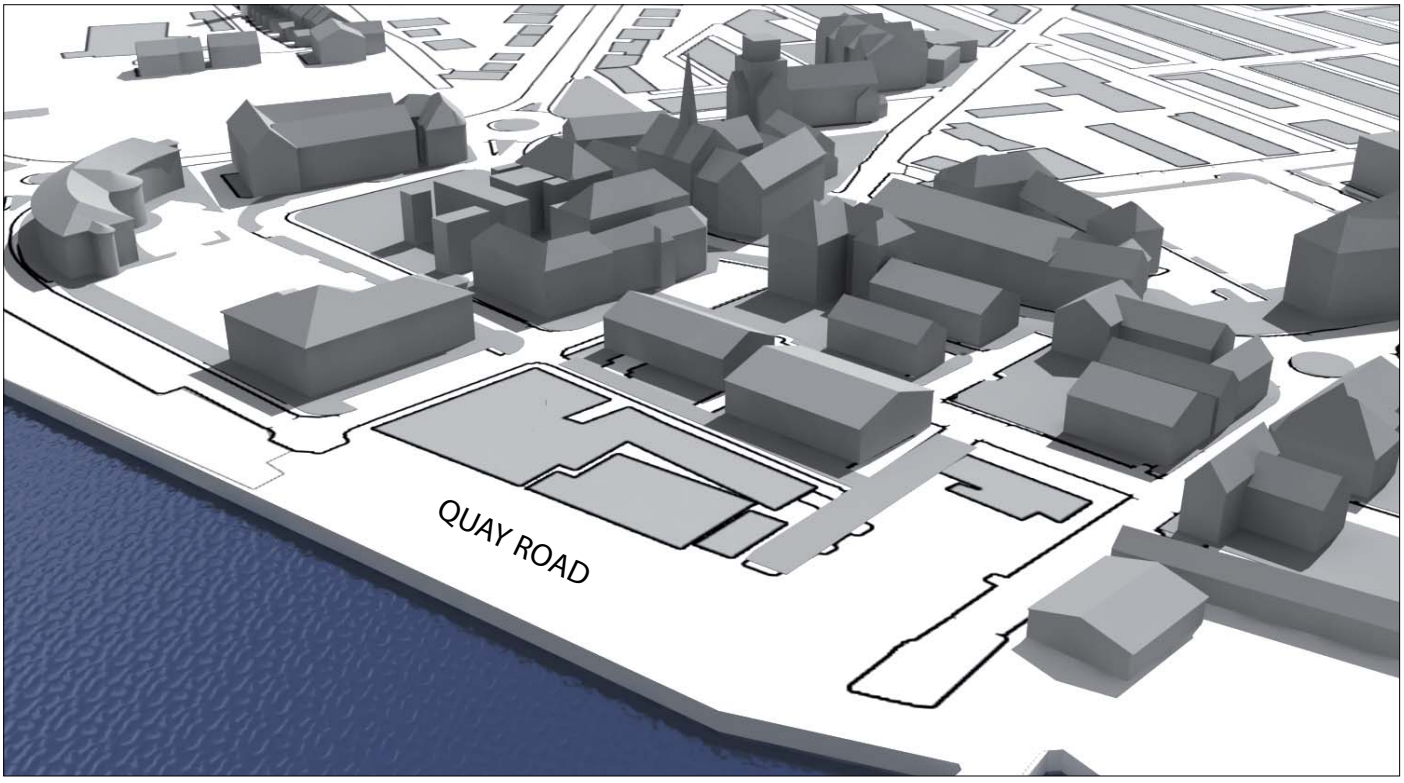
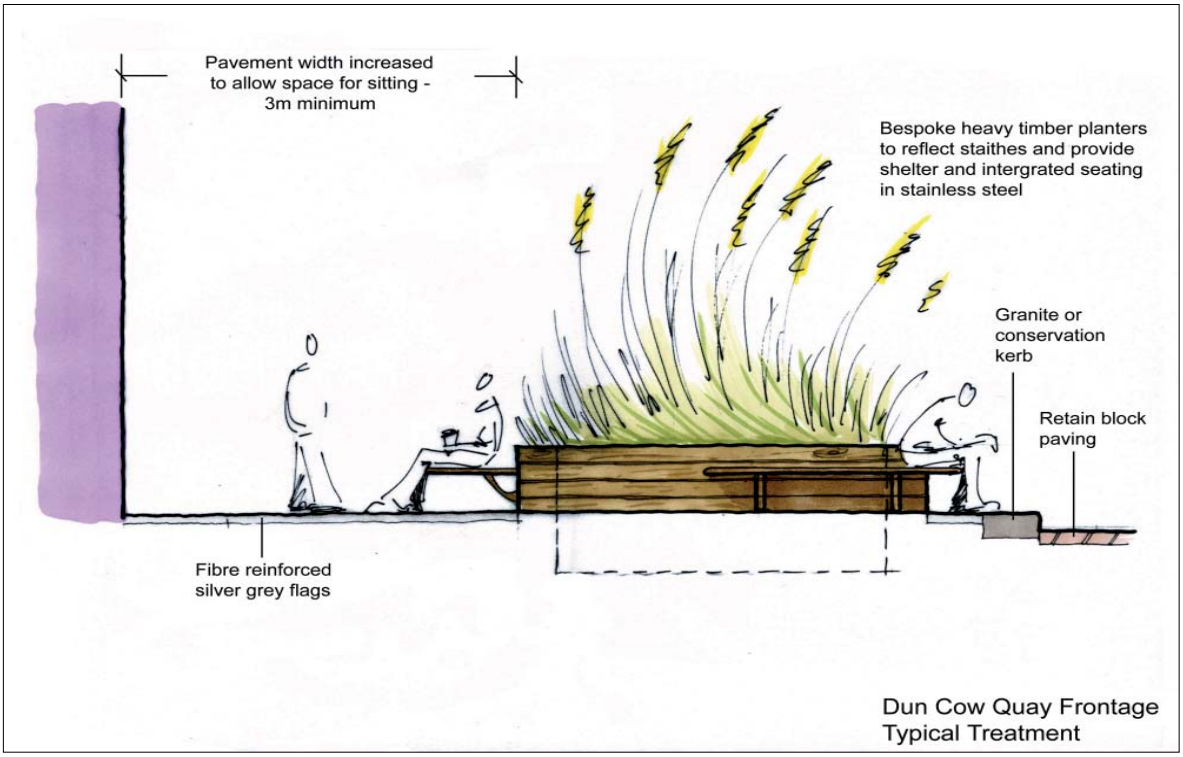


Figure 8.36 Public realm guidance for Historic and Quayside character area - typical streetscape and aerial view of area.



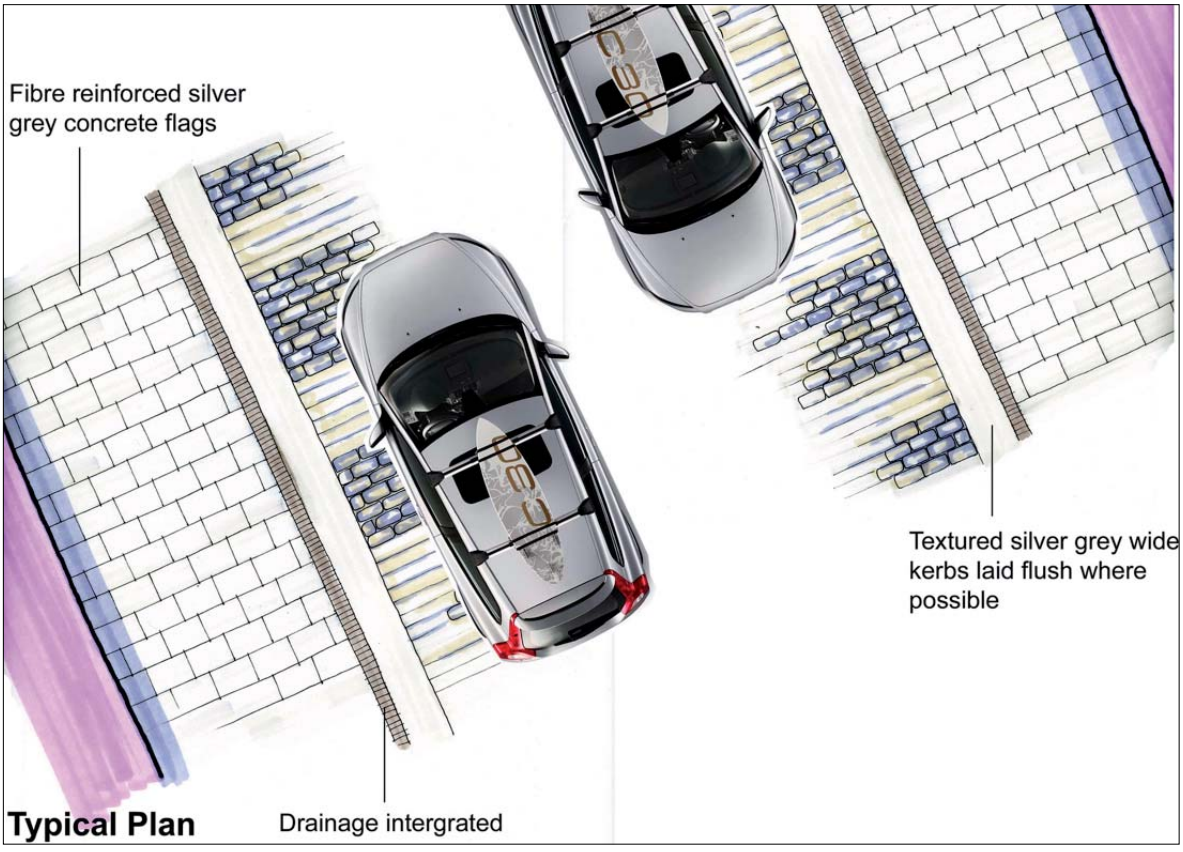


Figure 8.37 Public realm guidance for Historic and Quayside character area, typical streetscape example.

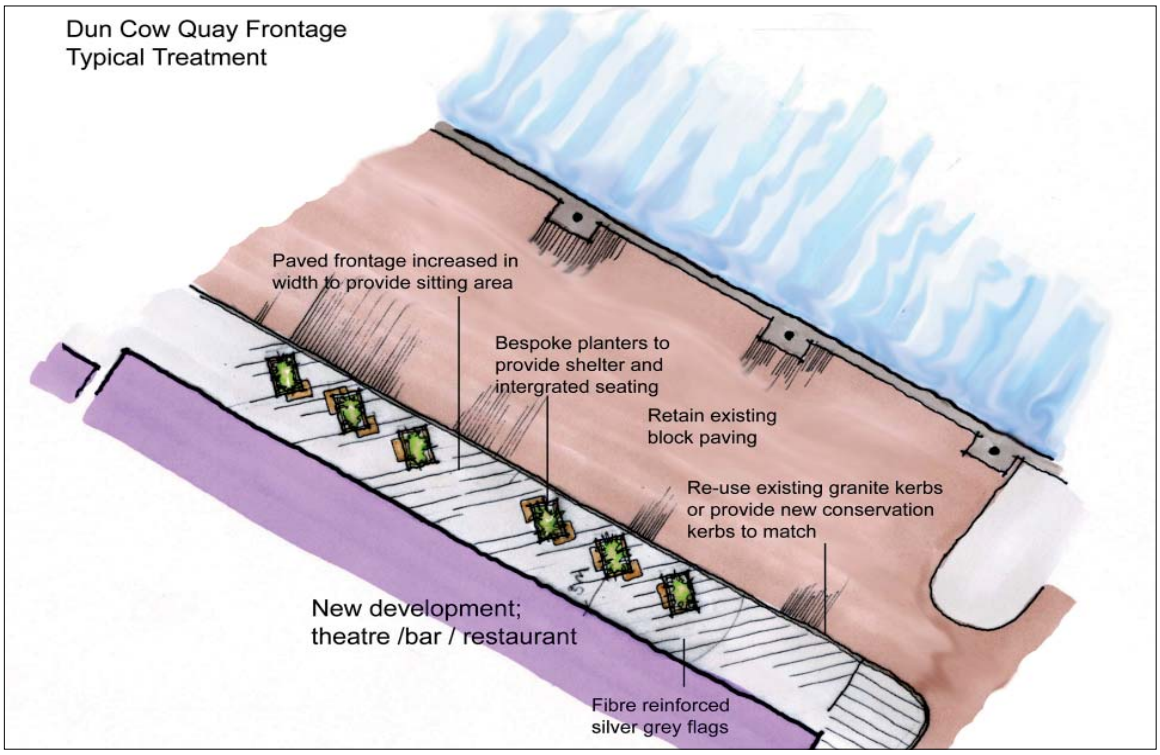


Figure 8.38 Public realm guidance for Historic and Quayside character area.



8.6.2 Connectivity

The roundabout at the eastern end of Bridge Street is the first hurdle to overcome for pedestrians. This busy junction will require re-modelling to allow easy pedestrian crossing plus an improvement in visual quality, and waymarking techniques to encourage flow to the Quay. By changing the roundabout to a signalised crossing with a change in road surfacing, the ceaseless flow of traffic will be controllable to allow pedestrian flow across this junction. The use of materials will carry the 'thread' of silver grey granite from the Town Centre to the Quay giving continuity and spelling out the message that the quality environment continues over the road. However it would be appropriate to retain the existing whinstone that is characterful of Blyth. A secondary access point will be enhanced to the south.

8.6.3 Character and Materials

It will be important for Dun Cow Quay to have a special character all of its own, a different 'offer' to the Town centre, yet connected and part of a distinctive townscape. The area already has some sense of wharf and quay, and there is a need for solid functional materials that reinforce this character. In some locations there are existing steel gateways which could be retained but painted to match the new identity. There are some good quality areas of sandstone flagging and granite kerbs which should be retained where appropriate. Red brick should not be used here in the floorscape, the town centre character must give way to a distinct quayside character in the form of 'cobbles' (textured high quality textured grey concrete setts), wide solid silver grey textured kerbs and flags, and chunky timber and steel furniture. Road surfaces could be kerbless where possible in a combination of fibre-reinforced silver grey concrete flags and textured grey concrete setts to give a simple treatment which can be applied throughout the streets and courtyards. The existing tegula paving treatment to the waterfront should be retained.

8.6.4 Tree planting is unlikely to be successful on the waterfront due to exposure to salt-laden winds, however other techniques may be employed to soften the spaces and provide some shelter for proposed waterfront sitting and bar areas. Heavy timber planters related to the nearby old staithes and jetty in character could be planted with resilient grasses such as Pampas, to give height, character, movement and a contemporary feel to the spaces. Such planters could be used in a repeating rhythm to give a sense of boulevard, while allowing free movement for pedestrians between the waterfront and the buildings, plus ample space for other activities related to vessels on the river.

CHAPTER 9 POLICY CONTEXT

BlythValley
Borough Council


Library

9.0.0 POLICY CONTEXT

9.0.1 Local policy guidance by Blyth Valley Borough Council is currently in a period of transition. Therefore, all of the documents stated below must be considered by developers in order to establish development principles, ahead of submitting a planning application related to any site within Blyth Town Centre:

1. Blyth Valley Borough Council Local Plan (1999) Saved Policies (2007)
2. Blyth Valley Borough Council Core Strategy (2007)
3. Blyth Valley Borough Council Development Control Policies (2007)

9.0.2 The Core Strategy for Blyth Valley Borough Council was adopted in 2007. It sets out the vision, objective and spatial strategy for the Borough until 2021.

9.0.3 As the Core Strategy cannot contain site specific elements, a number of Local Plan policies have been saved under the transitional arrangements. A direction under Paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 was issued to the Council to save policies from the Local Plan until such time as they are replaced by other policy formats, i.e. Development Plan Documents (DPDs) or Supplementary Planning Documents (SPDs) policies. It is therefore necessary to refer to any relevant policies which are currently active and applicable. These include Saved local Plan Policies and new policies contained within recently adopted DPDs.

9.0.4 It is intended that this Urban Design Guide and Public Realm Strategy will form part of the Local Development Framework (LDF) and be adopted as an SPD. An SPD will be a material consideration in the determination of a planning application.

9.0.5 In order for the Urban Design Guide and Public Realm Strategy to be adopted as an SPD, it must supplement a policy within the LDF. In the case of this document, it will supplement Policy SS1 of the Blyth Valley Borough Council's Core Strategy.

9.0.6 The Core Strategy Policy SS1, "Regeneration and Renaissance of Blyth Valley 2012: Integrated Regeneration and Spatial Strategy", sets out the guiding principles that apply to sites within Blyth Town Centre. The redevelopment of key sites within Blyth Town Centre will accelerate the driver for change and there will be a priority to regenerate the historical and social fabric of the town.



CHAPTER 10 CONTACTS

Blyth Valley Borough Council

10.0.0 CONTACTS

Developers are required to make their own enquiries with the respective Undertakers :

Northumbrian Water Authority
Abbey Road
Pity Me
Durham
DH1 5FJ
Tel: 0845 717 1100

C E Electrics
Records Information Centre
New York Road
Shiremoor
Newcastle upon Tyne
Tel: 0191 229 4272

Northern Gas Networks
1100 Century Way
Thorpe Business Park
Colton
Leeds
LS15 8TU
Tel: 0113 251 5000

British Telecom plc
Head Office
81 Newgate Street
London
EC1A 7AJ
Tel: 0800 800 150

Northumbria Police
Force Architectural and Planning Liaison Officer
Tel: 01661 872 555

Environment Agency – North East Region
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR
Tel: 08708 506 6506

Inspire Northumberland
Wendy Scott
Public Art and Design Officer
Wansbeck Square
Ashington
Northumberland
NE63 9XL
Tel: 01670 843440

NaREC
Dr. Keith N Melton
Director of Technology and Innovation
Eddie Ferguson House
Ridley Street
Blyth
NE24 3AG
Tel: 01670 357 325

John Dowsett
Development Control Manager
Borough of Blyth Valley
Council Offices
Seaton Delaval
NE25 ODX
Tel: 01670 542389

Ian Glendinning
Building Control Manager
Borough of Blyth Valley
Council Offices
Seaton Delaval
NE25 0DX
Tel: 01670 542394

Jack Walton
Highways Department
Northumberland County Council
County Hall
Morpeth
NE61 2EF
Tel: 01670 533 0000

County Archeologist
Northumberland County Council
County Hall
Morpeth
NE61 2EF
Tel: 01670 533 0000

County Ecologist
Northumberland County Council
County Hall
Morpeth
NE61 2EF
Tel: 01670 533 0000

Sport England North East
Richard Fordham
Northumbria House
Aykley Heads
Durham
DH1 5UU
Tel: 0207 273 1987

The following list of contacts will provide additional advice and recommendations over and above this Design Guide.

Building in Sustainability
www.buildinginsustainability.co.uk

Building Research Establishment
www.bre.co.uk

Carbon Trust
www.thecarbontrust.co.uk

The Centre of Alternative Technology
www.cat.org.uk

English Heritage
www.english-heritage.org.uk

The Environment Agency
www.environment-agency.gov.uk

Lifetime Homes
www.lifetimehomes.org.uk

Secured by Design
www.securedbydesign.com

Sustainable Homes
www.sustainablehomes.co.uk

Sustainability Works
www.sustainabilityworks.org.uk

UK Government Sustainable Development
www.sustainable-development.gov.uk

Green Infrastructure:
www.greeninfrastructurenw.co.uk

Sport England:
www.sportengland.org

CHAPTER 11 GLOSSARY



11.0.0 GLOSSARY

Accessibility
The ability of everybody to conveniently go where they want.

Adoption
The final confirmation of a development plan or Local Development Document as having statutory status.

Active Frontage
This refers to ground floors with windows and doors onto the street which create interest and activity. This normally means shop fronts but can include atriums and foyers.

Affordable Housing
Affordable housing includes social rented and intermediate market housing, to specified eligible households whose needs are not met by the market. Affordable housing should:
• Meet the needs of eligible households including availability at a cost low enough to afford, determined with regard to local incomes and local house prices; and
• Include provision for:
• The home to be retained for future eligible households; or
• If these restrictions are lifted, for any subsidy to be recycled for alternative affordable housing provision
Affordable housing includes 'social rented' housing which is owned or managed by local authorities and Registered Social Landlords, for which guideline target rents are determined through the national rent regime and; intermediate affordable housing is housing above those of social rent but below market prices or rents and which meet the criteria set out above.

Air Quality Management Strategy
A designation made by a local authority where an assessment of air quality results in the need to devise an action plan to improve the quality of the air.

Area Action Plan
A Type of Development Plan Document focused upon a specific location or an area subject to conservation or change (for example major regeneration).

Area of Outstanding Natural Beauty
An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with the national parks, they represent the finest landscapes.

Atrium
A circulation space, normally in the centre of an office building. This is often a high space with a glass roof that is the reception space for the building and the vertical circulation.

Best and Most Versatile Agricultural Land
Land identified by the Department for Environment Food and Rural Affairs (DEFRA) as falling within classification grades 1, 2 or 3a, based on the physical characteristics of the land and the limits these oppose upon its agricultural uses.

Biodiversity
The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Building
The term building refers to the whole or any part of any structure or erection. It does not include plant or machinery comprised in a building.

Building Line
The primary front face of buildings along a street. Where all of the buildings share a common building line (which can be curved) there is continuous enclosure along the street.

Bulky Goods
Goods of a large physical nature (for example DIY, furniture, carpets) that sometimes require large areas for storage or display.

Business Clusters
Groups of companies and related organisations that collaborate to grow their business. Using this collaborative team approach allows businesses, regions and interest groups to develop greater speed, quality, innovation and critical mass. This assists in resolving practical issues like training, infrastructure and procurement.

Capacity (Retailing Terms)
Money available within the catchment area with which to support existing and additional floor space.

Change of Use
A change in the way that land or buildings are used. Planning permission is usually necessary in order to change a use class.

City Region
The concept of a city region can be understood as a functionally, inter related geographical area comprising a central or Core City, as part of a network of urban centres and rural hinterlands. A little bit like the hub and the spokes surrounding a bicycle wheel.

Community Strategy
A strategy prepared by local authorities to help deliver local community aspirations, under the Local Government Act 2000.

Conditions
Requirements attached to a planning permission to limit or direct the manner in which a development is carried out.

Conformity
In agreement with, accords with the principles of something.

Conservation Area
Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

Conversions
Generally means the change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub division of residential properties into self-contained flats.

Core Strategy
A Development Plan Document setting out the spatial vision and objectives of the planning framework for an area, linking into the Community Strategy.

County Council
A higher tier local authority providing strategic planning functions in non-unitary local authority areas.

Density
In the case of housing development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Deposit
A term describing the statutory consultation period for plans being processed under transitional arrangements.

Designated Sites
Sites of conservation or landscape importance which will be protected from adverse impact of development. There are three main tiers of designated conservation sites, international, national and regional.

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

Development Plan Documents (DPD's)
DPD's are Local Development Documents that have Development Plan Document Status. Once they are adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. The DPD's that planning authorities must prepare include the core strategy, site specific allocations of land and where needed action area plans.

d - NOX Pavers
d - NOX pavers have a special top layer containing titanium dioxide)Ti02) that, in the presence of sunlight, acts as a catalyst to break down the pollutant nitrogen dioxide gas (N02) into nitrates.

Elevation
The front, back or side face of a building.

Employment Land Availability
The total amount of land reserved for industrial and business use awaiting development.

Enclosure Ratio
A measure of the shape of a street expresses as a ratio in which the first number relates to the width of the street. A street with an enclosure ratio of 1:2 is therefore twice as wide as the height of the buildings.

Eyes of the Street
Refers to views out of building that provide surveillance of public areas.

Facade
The front wall of a building.

Flight Path
The route taken by aircraft between destinations.

Flood Plain
Generally flat lying areas adjacent to a watercourse, tidal lengths or a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.

Functional Flood Plain
The unobstructed or active areas where water regularly flows in times of flood.

Frontage
Similar to facade - the front face of a building where it has its main door windows.

Grain
The complexity and coarseness of an urban area. Fine grained areas have a large number of different buildings and closely spaces streets. Course grained areas have large blocks and building and little architectural variety.

Green Belt
Land designated around certain cities and large built up areas, which aims to keep this land permanently open or largely undeveloped.

Greenfield Land
Land which has never been built on before or

where the remains of any structure or activity have blended into the landscape over time.

High Street
Traditionally a high street is a road through the heart of an urban area that carries all of the through traffic and is also where the greatest number and most important shops are sited together with civic functions. These streets would once have been the 'shopfront' of the town or city. Now bypasses often mean that they no longer carry traffic but they do still tend to be the focus for the shopping area.

Historic Parks and Gardens
A park or garden of special historic interest. Graded I (highest quality), II* or II. Designated by English Heritage.

Housing Land Requirement
The number of new housing units for which it is estimated, for planning purposes, that provision will be needed to be made in a defined area over a particular time period.

Housing Pathfinder Initiative
Nine sub regional projects to tackle low demand and abandonment, administered by a group of local authorities working in partnership and in receipt of funding from the Housing Market Renewal Fund.

Identity
The memorability or sense of place of an urban area. An area with identity is recognisable and has a distinctive character created by the size, shape or design of the buildings.

Independent Examination
The process by which an Independent Planning Inspector may publicly examine a "Development Plan Document" and any representations before issuing a binding report.

Infill Development
Building on a relatively small site between existing buildings.

Infrastructure Services
Which need to be in place in order that a completed development can function – e.g. roads, footpaths, electricity cables, water supply pipes and sewers.

Interchange
Transport Interchanges are places where the change between modes of travel is easy, for example a bus/rail station.

Issues, Options and Preferred Options
The pre-submission consultation stages on Development Plan Documents with the objective of gaining public agreement over proposals before they are submitted to Government for Independent Examination.

Landscape Character Assessment
The identification of different elements of the countryside, such as moorland, woodland and mountains. These elements give places their unique sense of character and will be considered in designating sites for further protection.

Listed Building
A building of special architectural or historic interest, graded I (highest quality) II* or II.

Local Centre
Includes a range of small shops and perhaps limited services of a local nature, serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

Local Development Documents
These include Development Plan Documents, which will form part of the statutory development plan, and Supplementary Planning Documents,

which do not form part of the statutory development plan. Local Development Documents collectively deliver the spatial planning strategy for the local planning authority's area and they may be prepared jointly between local planning authorities.

Local Development Framework
A non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. The Local Development Framework will also comprise the statement of community involvement, the local development scheme and the annual monitoring report.

Local Nature Reserve
A statutory designation by principal local authorities made under Section 21 of the National Parks and Access to Countryside Act 1949 where public understanding of nature conservation is encouraged. Parish and Town Councils can declare LNRs but they must have the powers to do so delegated to them by a principal local authority.

Local Plan
An old style development plan prepared by the District Planning Authority. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

Local Transport Plan
A five year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local Transport Plans should be consistent with the policies and priorities set out in the Regional Transport Strategy.

Major Development
Major development is defined as 10 or more dwellings, a building of 1000m2 or greater floor area, or a site with an area of 0.5 hectares or greater.

Massing
The size and height of a building.

Masterplan
A type of planning brief outlining the preferred usage of land and buildings, as a framework for planning applications.

Mixed-Use
Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

Nature Conservation
The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

Negative Containment
Built form which does not provide positive/active containment or frontage especially at ground floor level.

New Town
A newly planned settlement. The first new towns were planned urban communities under 1946 New Towns Act. Their purpose was to reduce overcrowding in major cities through the creation of attractive urban units that would provide local employment for their residents.

Northern Way
A cross regional strategy created by the three northern Regional Development Agencies (RDA's) and their partners in response to Office of the Deputy Prime Minister's "Sustainable Communities

Plan" progress report, "Making it happen" the northern way the purpose of which is to create a step change in economic growth across North of England.

Open Space
All space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a haven for wildlife or be visually attractive.

Perimeter Block
See urban block.

Permeability
The ease with which people can move around an urban area. A permeable neighbourhood has plenty of streets and it is possible to move through the area by a variety of routes.

Phasing or Phased Development
The phasing of development into manageable parts. For example, the annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.

Plan, Monitor and Manage
Approach to housing provision involving:
Plan for an overall annual rate and distribution of housing Monitor provision against targets and indicators; and Manage the process

Planning and Compulsory Purchase Act 2004
The law that controls the planning system. The Act updates elements of the 1990 Town and Country Planning Act.

Planning Out Crime
The planning and design of street layouts, open space and buildings so as to reduce the actual likelihood or fear of crime, for example by creating natural surveillance.

Planning Obligations and Agreements
A legal agreement between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken. For example the provision of highways. Sometimes called a "Section 106" Agreement.

Planning Permission
Formal approval sought from a Council, often granted with conditions, allowing a proposed development to proceed. Permission may be sought in principle through outline plans, or be sought in detail through full plans.

Planning Policy Guidance
Issued by central government setting out its national land use policies for England on different areas of planning. These are being replaced by Planning Policy Statements.

Plot Ratio
A measure of density for non-residential used. This is expressed as a ratio in which the first number relates to the floor area of the building and the second to the area of the site. A 2:1 ratio therefore denotes a building that has two times the floor area of the site. This could be a two storey building covering the entire site or a four storey building covering half of the site.

Prestige Employment Sites
A strategic employment site that the Council identifies as critical to delivering accelerated growth in the Blyth Valley economy- A flagship employment site for the Borough of high design

quality, which forms part of the regional portfolio.

Previously Developed Land
Previously developed land is that which is or was occupied by a permanent structure including the curtilage of the developed land and any associated fixed infrastructure.

Privacy Distance
The distance between the habitable windows of a dwelling necessary to ensure privacy.

Proposals Map
The component of a development plan, or LDF, showing the location of proposals in the plan, on an Ordnance Survey Base Map.

Public Open Space
Urban Space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role.

Public Realm
The public spaces of an urban area. This includes streets, squares and parks where people are free to walk. It does not include private gardens or courtyards or shopping malls.

Public Right of Way
A Public Right of Way is a highway over which the public have a right of access along the route.

Regeneration
The economic, social and environmental renewal and improvement of rural and urban areas.

Regeneration Proposal/Scheme
A proposal to deliver the economic, social and environmental renewal of a rural or urban area through investment and improvement.

Regional Spatial Strategy
A strategy for how a region should look in 15 –20 years time and possibly longer. It identifies the scale and location of new housing in the region, indicates areas for regeneration, growth and identifies smaller sub regions, specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Retail Floorspace
Total area of the property associated with all retail uses. Usually measured in square meters.

Secondary Service Centre
An area into which retail and related services of a suitable scale can locate themselves, to serve the surrounding villages.

Rural Diversification
The expansion, enlargement or variation of the range of products or fields of operation of a rural business.

Saved Policies
Policies within Local Plans that are saved for a time period during replacement production of Local Development Documents.

Sequential Approach
A planning principle that seeks to identify, allocate or develop certain types of locations of land before the consideration of others. For example, Brownfield housing sites before Greenfield sites, or town centre retail sites before out of centre sites.

Site of Nature Conservation
Importance (SNCI) Locally important sites of nature conservation interest designated by local authorities for planning purposes.

Site of Special Scientific Interest
A site identified under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically plants, animals and natural features relating to the Earth's structure).

Siting
The positioning of a building on the ground.

Spatial Planning
Spatial planning goes beyond the traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Spatial Vision
A Brief description of how the area will be changed at the end of the plan period (10-15 years).

Special Protection Area
Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

Star Building
This relates to a building that is special by virtue of its role. Traditionally this would include churches, town halls and other public institutions. These buildings should be commissioned by public competition but are not subject to the same rules as other buildings.

Statutory
Required by law (statute) through an act of parliament.

Strategic Employment Site
Key employment sites in strategic locations capable of accommodating major investment often of national or regional significance.

Strategic Environmental Assessment
An environmental assessment of plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC in order to make sure that the plan is sustainable.

Strategic Planning
Wider ranging and longer term planning which establishes broad goals, strategies, principles and objectives for the wider region. This is established through the Regional Spatial Strategy and the Northumberland County Council Structure Plan.

Street Hierarchy
The relative importance of different streets. This traditionally includes high streets that carry most through traffic and have the greatest number of shops, secondary streets that take traffic into each neighbourhood and have fewer shops, secondary streets that take traffic into each neighbourhood and have fewer shops and local streets that give access to each of the buildings. Today high streets are often pedestrianised and through traffic is carried on a new level of the hierarchy - the boulevard.

Submission Draft
A Development Plan Document submitted to the Secretary of State for independent examination before a Government appointed Planning Inspector.

Structure Plan
An old style development plan, which sets out

strategic planning policies and forms the basis for detailed policies in Local Plans and Development Plan Documents. These plans will continue to operate for a time after the commencement of the new development plan system.

Submission Document
The final version of a development plan document which is submitted to the Secretary of State for consideration. The Secretary of State will consider the content of the submission document, the way in which it has been prepared, and any outstanding objections in relation to either of the documents. The Secretary of State will then make recommendations that we will have to take on board before the document becomes formal policy for us to use when considering planning applications. The document will be formally adopted in 2007.

Supplementary Planning Document (SPD)
An SPD is a Local Development Document that may over a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Supporting Cast Building
This relates to the majority of buildings in an urban area- all of the housing, shops and offices. These create the urban form of an urban area and should be subject to urban design rules.

Sustainability Appraisal
The process of weighing and assessing all the policies in a development plan, Local Development Document or Regional Spatial Strategy, for their global, national and local implications.

Sustainable Communities
Places where people want to live and work, now and in the future.

Sustainable Development
A widely used definition drawn upon by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

Sustainable Urban Drainage
Systems (SUDS) Surface water drainage methods that take account of quantity, quality and amenity issues and are collectively more sustainable than conventional methods.

Tall Buildings
The definition of a tall building depends on context. However in Blyth tall buildings are defined as anything over 4 storeys.

Transport Assessment
An assessment of the availability of and levels of access to all forms of transportation. Indicative thresholds for transport assessments are contained in Appendix B of the DFT's Guidance for Transport Assessments (February 2007).

Traffic Impact Assessment
An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.

Travel Plan
A travel plan aims to promote sustainable travel choices as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.

Use Classes
A1 Shops
A2 Financial and Professional Services

A3 Restaurants and Cafes
A4 Drinking Establishments
A5 Hot Food Takeaway
B1 Business
B2 General Industrial
B8 Storage and Distribution
C1 Hotels
C2 Residential Institutions
C3 Dwelling houses
D1 Non-Residential Institutions
D2 Assembly and Leisure
Sui Generis: for example theatres and casinos

Urban Block

This is an area bounded by streets and occupied by buildings. Sometimes called a perimeter block, the buildings face outwards onto the streets often with a private courtyard in the centre. For housing development this court yard is often used by residents (sometimes for gardens) for shops it is where servicing takes place and of offices it is often an atrium.

Urban Regeneration

Making an area develop or grow strong again through means such as job creation and environmental renewal.

Vitality

In terms of shopping, a centre that is capable of success or continuing effectiveness.

Viability

In terms of shopping, the capacity of a centre to grow or develop.

Waste

Waste is a material or object that is no longer wanted and which requires disposal. If a material or object is reusable, it is still classed as waste if it has first been discarded.

Windfall Site

A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.

APPENDICES

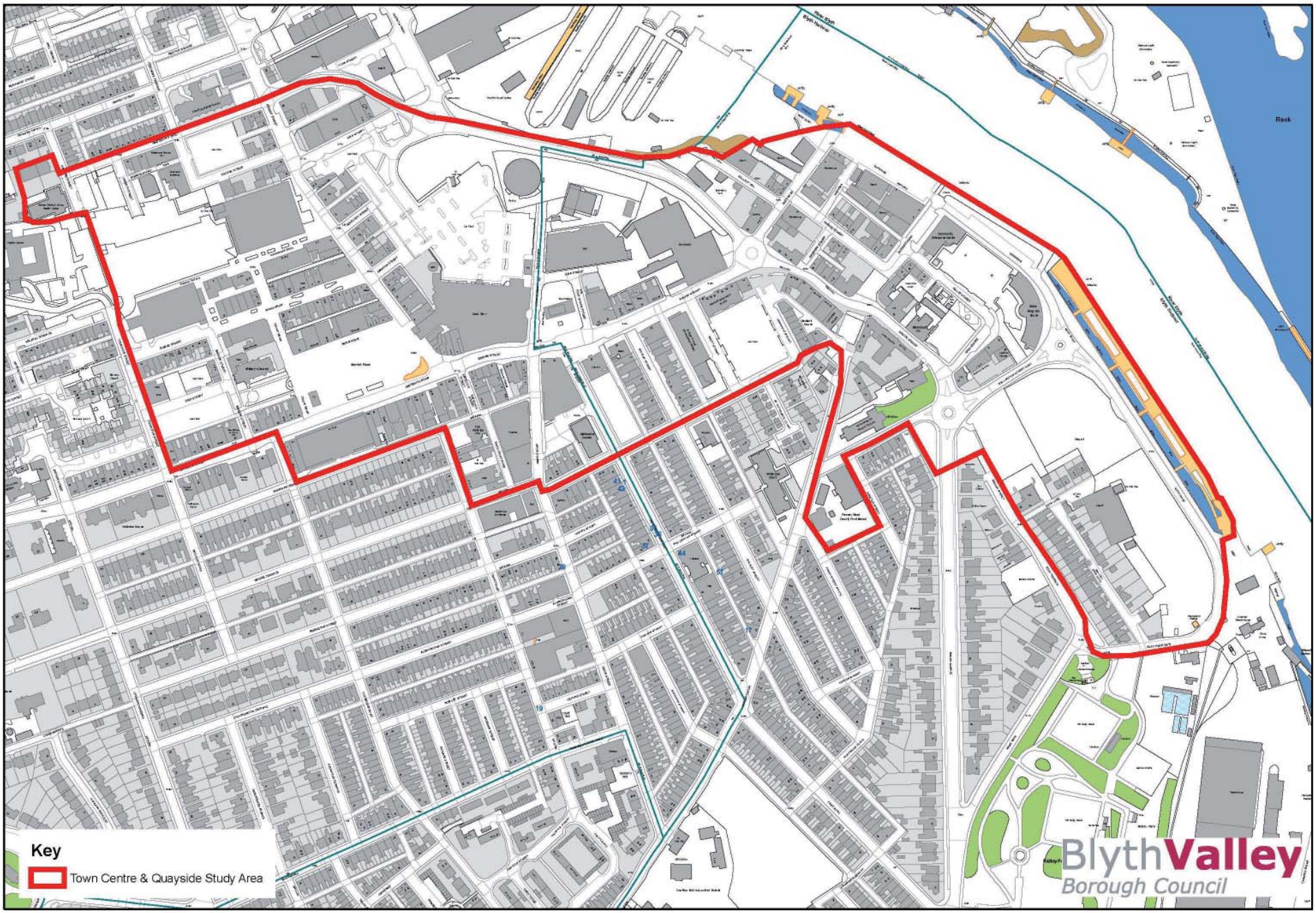
Appendix 1 Town Centre and Quayside Existing Boundaries
Appendix 2 Active Design Guidance
Appendix 3 Blyth Valley Borough Council Development Control Plan Document
Appendix A) Car and Cycle Parking Standards
Appendix 4 Conservation Area Boundaries
Appendix 5 Blyth Valley District Local Plan: Appendix VII List of Buildings of Special, Architectural or Historic Interest



APPENDIX 1
Town Centre and Quayside Existing Boundaries



Town Centre & Quayside Suggested Study Area



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APPENDIX 2
ACTIVE DESIGN GUIDANCE



ACTIVE DESIGN GUIDANCE

The guidance promotes sport and activity through three key Active Design principles of - improving accessibility, enhancing amenity and increasing awareness.

Accessibility
Improving accessibility refers to the provision of easy, safe and convenient access to a choice of opportunities for participating in sport, active travel and physical activity for the whole community.

Amenity
Enhancing amenity involves the promotion of environmental quality in the design and layout of new sports and recreational facilities, the links to them and their relationship to other development and the wider public realm.

Awareness
Increasing awareness highlights the need for increased prominence and legibility of sports and recreation facilities and opportunities for exercise through the layout of the development.

Detailed guidance on active design can be obtained from the Sport England website on:

www.sportengland.org/index/getresources/planning for sport front page/planning active design.htm



APPENDIX 3
Blyth Valley Borough Council Development Control Plan Document
Appendix A) Car and Cycle Parking Standards



Appendix A Car and Cycle Parking Standards

Car Parking Standards
This appendix should be read in association with Policy DC11 Planning for Sustainable Travel.

It is recognised that the availability of parking influences the pattern of journeys made and the extent to which people select the private car as a means of travel. PPG13 now requires that maximum car parking standards should be set, whilst only setting minimum car parking standards for disabled parking. This is reinforced in the Northumberland County Council Structure Plan, and it is advised that parking standards are set at a local level through Local Development Frameworks. Car parking standards will ensure that new developments provide adequate off street whilst avoiding the over provision of car parking.

The proposed maximum car parking standards for Blyth Valley reflect the emerging regional car parking standards. Should significant amendments be made to these standards or county wide standards be adopted which are not reflected in the standards set in this policy, it will be necessary to review the standards accordingly.

The standards set in the table below include the space needs of residents, employees, visitors/ customers, but do not take into account the requirements of vehicles delivering/loading.

It is the responsibility of the applicant to ensure that adequate provision is made on the site for disabled parking, which meets as a minimum the requirements of the Disability Discrimination Act and the Traffic Advisory Leaflet 5/95 Parking for disabled people.

The standards are set for each of the use classes as established in the Town and Country Planning (Use Classes Amendment) 2005. For those uses which are not included in the table below, car parking provision will need to be established through a Transport Assessment, and will be agreed with the Local Authority. For those developments falling below the thresholds set, the amount of parking required by the development will be agreed with the local authority. For individual developments the standards will be required as a maximum. Only in exceptional circumstances (where the applicant has demonstrated through a Transport Assessment) will a higher level of parking be permitted. In relation to housing developments, parking provision should be framed with good design in mind, recognising that car ownership varies with income, age, household size and the type of housing and its location. The maximum parking standards are to be applied to the development as a whole, whilst allowing for a reasonable degree of flexibility in the distribution of these parking spaces across the residential development. This will allow for the provision of an appropriate level of parking for the different types of dwellings proposed.

It is envisaged that in locations which are well served by existing public car parking and public transport, that a lower level of parking could be provided which would still adequately meet the needs of those using the development. This will be subject to the agreement of the local authority, and must ensure that road safety is not compromised by encouraging more on street parking. Shared parking is encouraged, particularly in town centres and as part of major mixed-use proposals.

Maximum Parking Standards		
Use Class/Use	Maximum number of spaces	Threshold from which standard applies (sqm)
A1 Food Retail	1 space per 19sqm gross of floorspace	1000sqm
A1 Non Food Retail	1 space per 27sqm gross of floorspace	1000sqm
A2 Financial and professional services	1 space per 25sqm of gross floorspace	1000sqm
A3 Restaurants and cafes	1 space per 5sqm of gross floorspace	1000sqm
A4 Pubs and bars	1 space per 10sqm of gross floorspace	1000sqm
A5 Takeaways	To be agreed with the local authority subject to location of proposal	
B1 Offices, research and development, light industry	1 space per 40sqm of gross floorspace	2500sqm
B2 General industry	1 space per 50sqm of gross floorspace	2500sqm
B8 Storage or distribution	1 space per 100sqm of gross floorspace	2500sqm

C1 Hotels	To be agreed with the local authority, dependant on size of operation and the extent of additional facilities which attract wider use and therefore generate parking demand, e.g. restaurant, conference facilities, public house etc.	
C2 Hospitals	1 space per 4 staff 1 space per 3 daily visitors	N/A
C2 Nursing homes	1 space per residential staff 1 space per 3 bed spaces	N/A
C3 Dwelling houses	1.5 off street spaces per dwelling	N/A
D1 Pre-school/nursery	1 space per 1.5 staff	N/A
D1 Schools (Primary/Secondary)	1 space per 2 staff 1.5 spaces per classroom	N/A
D1 Higher education	1 space per 2staff 1 space per 20 students (both full and part time)	N/A
D1 Health services	1 space per 2 staff 2 spaces per consulting room	N/A
D2 Cinema/conference facilities	1 space per 7 seats	1000sqm
D2 Leisure and community facilities	1 space per 29sqm of gross floorspace	1000sqm
D2 Stadia	1 space per 20 seats	N/A
Sui Generis	To be agreed with the local authority, dependent on size and location of development and the extent to which it will generate trips	

Car Parking Design

The design and layout of car parks will impact on the quality of the environment. Proposals which include the provision of off street car parking must take into account the design principles outlined in policy DC31. This will ensure that the car parking is well landscaped and lit, user friendly, accessible to all people, safe, attractive and relates well to the surrounding area allowing pedestrians and cyclists to move easily around and through the car park during the day and evening.

Cycle Parking

PPG13 states that the provision of cycle parking should be consistent with the cycle strategy in the Local Transport Plan. The Northumberland Local Transport Plan (2006-2011) does not set standards for cycle parking, but includes these in the Northumberland Cycling Strategy (Draft November 2005), and encourages local authorities to incorporate cycle parking in new development. The Northumberland County Structure Plan (2005) encourages the provision of facilities for cyclists at public facilities and other locations.

Setting cycle parking standards will ensure that new development provides for the needs of cyclists. The provision of secure cycle parking should encourage more people to cycle to work, school or in their leisure time, which in turn encourages a more healthy lifestyle, sustainable travel system and potentially eases congestion and parking pressures, assisting in achieving some of the broader objectives outlined in the Core Strategy.

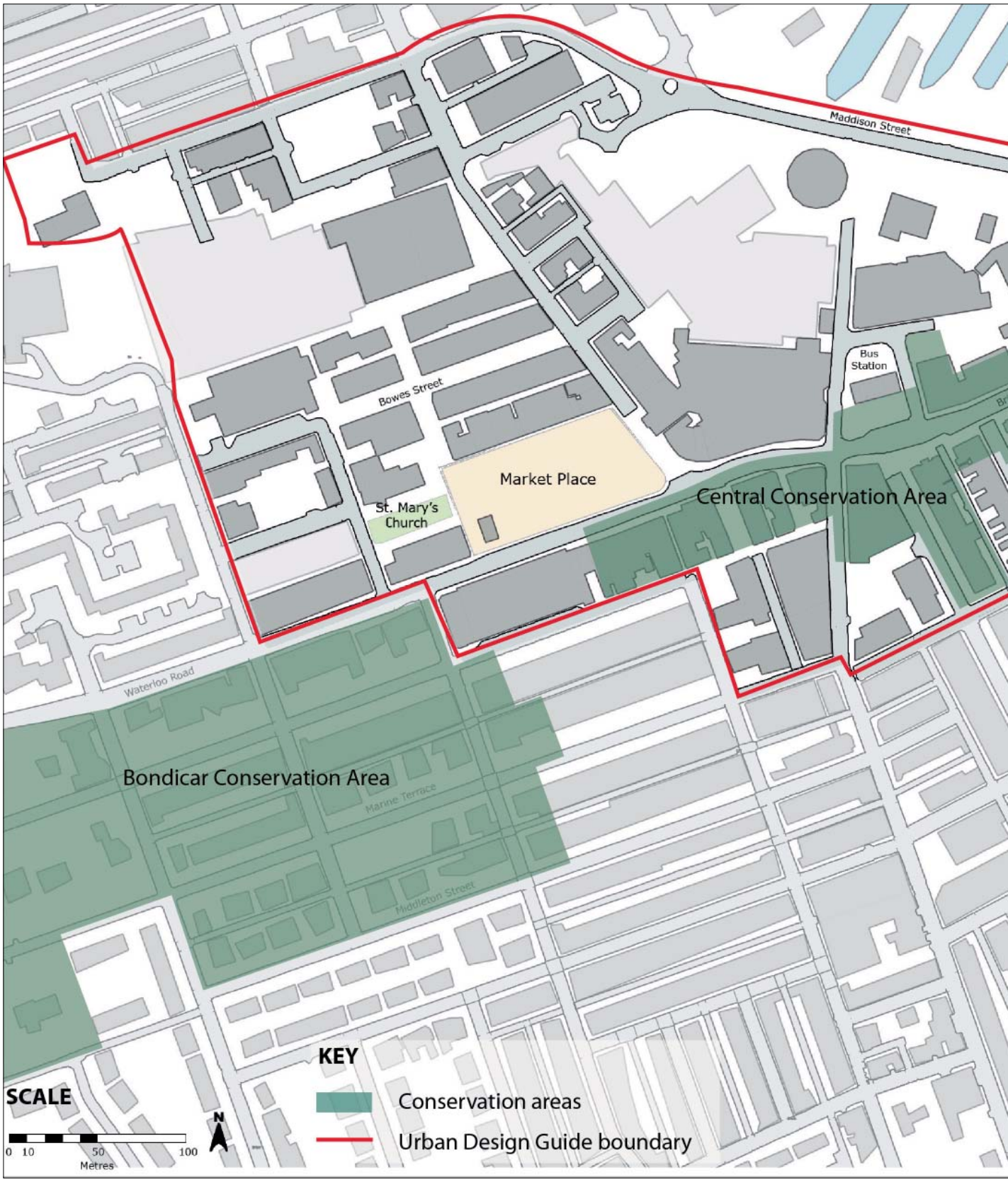
Any cycle parking facilities must be appropriately located within the development site and comply with other relevant policies in the Local Development Framework.

Minimum standards for cycle parking are set out below. Should it appear that, in particular circumstances this provision might be inadequate to meet the demand for cycle parking then additional provision may be required.

Hotels/motels/guest house	1 space per 8 bedrooms
Restaurants/cafes/public houses	1 space per 50sqm public area
Fast food/hot food takeaways	1 space per 200sqm gross floor area
Retail	1 space per 200sqm gross floor area
Cash and carry warehouses	4 spaces
Storage and distribution warehouses	2 spaces
Industry	1 space per 500sqm gross floor area (minimum of 4 spaces)
Offices	1 space per 300sqm gross floor area
Car sales	2 spaces minimum
Garage/service stations/car repair workshops	1 space per 200 sqm gross floor are (minimum 2 spaces)
Education-schools/colleges	1 space per 5 pupils
Places of worship	1 space per 100 seats (min 4 spaces)
Places of entertainment (i.e. cinemas,theatres, bingo)	1 space per 100 seats (min 4 spaces)
Art galleries, museums and exhibit halls	1 space per 300sqm of public floorspace (minimum 4 spaces)
Hospitals	6 spaces per 100 beds
Clinic, health centres, doctors, dentist, vet	1 space per 3 consulting rooms (minimum 2 spaces)
Libraries	1 space per 500sqm floor area (minimum 4 spaces)
Sports facilities	1 space per 20 patrons able to use facilities at any one time (minimum 4 spaces)
Touring caravan and camping sites	1 space per 10 tent spaces (minimum 4 spaces)

Minimum Parking Standards for Residential Cycle Parking	
Land use	Minimum cycle provision
Dwelling	1 space per residential dwelling
Elderly/nursing	6 spaces per 100 residents
Sheltered accommodation Semi retirement accommodation	1 space per 5 flats
Purpose built student accommodation	1 space per 5 flats
Community housing for the disabled or other special types of hostel	1 space per 5 students
	Assessed on individual circumstances

APPENDIX 4
Conservation Area Boundaries


Maddison Street
Bus Station
Bowes Street
Market Place
St. Mary's Church
Central Conservation Area
Waterloo Road
Bondicar Conservation Area
Marine Terrace
Middleton Street
KEY
Conservation areas
Urban Design Guide boundary
SCALE
0 10 50 100
Metres
N

Blyth Valley Borough Council



APPENDIX 5
Blyth Valley District Local Plan: Appendix VII List of Buildings of Special, Architectural or Historic Interest



Blyth Valley District Local Plan
Written Statement, May 1999

APPENDIX VII

LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST - (CORRECT AT DATE OF ADOPTION OF THIS LOCAL PLAN)

Nationally Listed Places of Worship and Attendant Structures

Name / Location	Grade
Blyth	
Church of St Cuthbert, Plessey Road	II*
Attendant Structures :	
Straugham Tomb, 6 metres west of Church Hall	II
Watts and English Eadstones, 8 metres south of Church Hall	II
Blyth United Reform Church, Waterloo Road	II
Church of Our Lady and St Wilfrid, Waterloo Road	II
Church of St Mary, Wanley Street	II
Cowpen Cemetery Chapels, Cowpen Road	II
Attendant Structures :	
Gates and Screen Wall entrance to Cemetery	II
Fynes Memorial in Cemetery, 75 metres south east of Chapels	II

Other Nationally Listed Secular Buildings

Name / Location	Grade
Blyth	
Lloyds Bank, 33 Bridge Street	II
Boathouse Tavern, Bridge Street	II
Harbour Commissioner's Office, Bridge Street	II
Kings Head Hotel, 85 Bridge Street	II
Police Station, 72 to 76 Bridge Street	II
House, 10 metres north of St Mary's Church, Wanley Street	II
5 to 13 inclusive, Bath Terrace	II
Highlight, Back Bath Terrace	II
Cowpen Road War Memorial, Cowpen Road	II
New Delaval War Memorial in Miners Welfare Park	II
Wensleydale Terrace, numbers 4 and 6	II
Garden Walls to above	II
Defence Electric Light emplacements east of Links House	II
Public Lavatory, out-building and enclosing walls east of Links House	II
Gate Pier at entrance to Links Farm	II
Fort on Blyth Links	II

Blyth Valley
Borough Council
Avenue Road
Seaton Delaval
Whitley Bay
NE25 ODX

in association with idP PARTNERSHIP NORTHERN

BlythValley
Borough Council