

Tyne and Wear Passenger
Transport Authority

New Tyne Crossing

**Proof of Evidence on
Landscape / Townscape
and Visual Impact Issues**

By Colin Jubb

Draft 6 and Final

4 February 2003

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1.0 QUALIFICATIONS AND EXPERIENCE

Colin Jubb will say:

- 1.1** I hold a Diploma in Horticulture from the Royal Botanic Garden, Edinburgh and a Post Graduate Diploma in Landscape Design from the University of Newcastle upon Tyne. I am a Landscape Architect and have been a Member of the Landscape Institute since 1974.
- 1.2** I am a founding partner in the Reid Jubb Brown Partnership, a multi-disciplinary practice specialising in architecture, planning and landscape design, which was established in May 1998. I have particular responsibilities for landscape and urban design within the firm.
- 1.3** From 1980 up to 1998, I was the Partner responsible for landscape design within Napper Architects, architects, planning consultants and landscape architects based in Newcastle upon Tyne who I joined in 1973 after working as a landscape architect for Milton Keynes New Town.
- 1.4** I have had direct responsibility for a wide range of landscape projects, both urban and rural, and at all levels of involvement from initial site appraisal to implementation. I have worked extensively as a member of multi-disciplinary design teams on architectural, civil engineering and planning projects.
- 1.5** I have undertaken landscape and visual impact assessments on major transportation projects and given evidence on landscape and visual impact issues at Planning Inquiries including the A69 Haltwhistle Bypass and Sunderland Direct
- 1.6** I am familiar with the Jarrow area having recently completed a Planning Study into the improvement of the Viking Industrial Park which is located on the Riverside to the west of the Town Centre. During the mid 1970's I was involved with the St. Paul's General Improvement Area (GIA), which had been established partly in order to rectify the disruption caused by the construction of the original Tyne Tunnel and approach roads. The works included redevelopment of residential areas as well as improvements to streets and public spaces. A significant achievement was the construction of the wall extending along the northern edge of the B1297 (Priory Road) between Stothard Street and the eastern end of Salem Street. This created secure and sheltered areas of open space from which the effects of the traffic using the Ring Road were virtually eliminated. The experience of working on the St. Paul's GIA has been extremely useful in helping me to consider some of the impacts of the current New Tyne Crossing proposals and how they could be addressed.

2.0 INTRODUCTION

2.1 The Reid Jubb Brown Partnership was appointed by Ove Arup and Partners on 17 December 1999 as a member of the team assembled to prepare the Environmental Statement for the New Tyne Crossing.

2.2 The Practice has provided landscape design and urban planning advice in the development of the project. As the Partner responsible for landscape design within the Reid Jubb Brown Partnership, I have been directly involved with the project since December 1999.

2.3 My contribution has been the assessment of the landscape / townscape and visual impact issues generated by the scheme as well as the preparation of the mitigation measures contained within the Environmental Statement. During this period, I have consulted with the Planning Department at South Tyneside MBC in relation to the preparation of the Development Brief for the land at Jarrow.

3.0 STRUCTURE OF EVIDENCE

3.1 My Proof of Evidence is structured as follows:

3.2 In Section 4, I shall describe the character and quality of the existing landscape / townscape affected by the construction of the proposed development

3.3 In Section 5, I shall explain what the effects of proposed development would be on the character and quality of the landscape/townscape of East Howdon and Jarrow and the level of visual intrusion, which would be likely to be experienced by local residents.

3.4 In Section 6, I shall describe how the design of the project has been developed to minimise adverse landscape / townscape and visual impacts and how the benefits that can be achieved through mitigation have been maximised.

3.5 Section 7 sets out the conclusion to my proof of evidence.

4.0 A DESCRIPTION OF THE EXISTING CHARACTER AND QUALITY OF THE LANDSCAPE / TOWNSCAPE WHICH WOULD BE AFFECTED BY THE PROPOSED DEVELOPMENT.

4.1 The approximate boundary of the area from which the project site would be visible is shown in Fig no **CJ / 01**. (Appendix A). This has been established from on site surveys carried out by myself at different times of the year. The benefits of screening by existing planting have been calculated for the winter period (worst case). The properties shown adjacent to the boundary line would have a view.

4.2 The character of the landscape / townscape within these areas can generally be described as fragmented with development interspersed with areas of open

space. This can be attributed to the disruption resulting from the construction of the existing road tunnel in the 1960s, and the lower density of re-developed areas generally. A comparison between the Ordnance Survey Map of 1897, and the most recent Ordnance Survey Map, **see fig. no CJ / 02** (Appendix B) demonstrates this clearly.

- 4.3** North and south of the river the landscape / townscape can be sub-divided into smaller sections of differing character. These are shown in **fig. no CJ / 03** (Appendix C) and described below.

North Tyneside

4.4 Character Area A: Metro Line Embankment to Tyne View Terrace

Immediately south of the Metro embankment and east of the A19 is a triangular area of land bounded on the east by the Howdon Bypass. It is relatively flat and covered by rough grass and a few sparse hawthorn hedges. The coast-to-coast (C2C) cycleway enters the area from a footbridge across the A19 and continues eastwards to the Howdon Bypass. The area appears to be used for fly-tipping which has had an adverse impact on the C2C cycle route. The Howdon Bypass separates the residential areas in East Howdon from the tunnel approach roads. A planted earth mound, approximately 3.0m high extends along the eastern boundary of the Howdon Bypass effectively screening off views to the west from Brinkburn Street and the properties on Howdon Road. The remaining area largely consists of grassed highway verges and incidental open space containing tree planting at various stages of maturity, none of which is older than the original Tyne Tunnel, which was constructed in 1967.

4.5 Character Area B: Tyne View Terrace to North Bank of River

The area which would be affected by the construction works is occupied by the fabrication yard, a large expanse of insitu concrete hard standing extending from Tyne View Terrace through to the River. The boundary between Tyne View Terrace and the fabrication yard comprises a substantial stonewall approximately 3.5m high from street level constructed of rectangular ashlar blocks laid in regular courses. The wall is in good condition, considering its age, it is shown on the 1897 OS Plan. On the south side it forms a part retaining wall with buttresses at regular intervals. It has an overall height of approximately 5.0m above the level of the fabrication yard. Apart from providing an excellent screen to the activities taking place within the yard it also provides a secure boundary. The wall is a significant townscape feature, which makes a positive contribution to the character of the area. Within the fabrication yard are three buildings, which would be affected by the works for the Tunnel itself. I am aware of other works proposed for the fabrication yard, but these are unlikely to affect the townscape character.

- **The gatehouse** – a small single storey rectangular brick building, circa 1960's with a flat felt roof and painted timber fascia, with attached brick sub station. External bays contain electrical plant protected by steel palisade fencing.

- Immediately to the west of the sub station is a single storey steel portal framed building, circa 1970's, containing **administrative offices**. An entrance foyer divides the building into two sections. The building is constructed in brickwork up to top window level with profiled steel cladding above. The roof is in profiled steel cladding built to a shallow pitch.
- Immediately to the south is a **factory unit** built about 20years ago. It is of steel portal frame construction with profiled steel cladding on walls and roof.

The buildings appear to be well maintained and are typical of the functional architectural styles, which have been prevalent in industrial buildings during the last 30 to 40 years.

South Tyneside

4.6 Character Area C: The South Bank of the River to Chaytor Street

The Jarrow Riverside Park occupies the area between the south bank of the River and Chaytor Street. In 1978 work commenced on the first phase of a reclamation scheme to convert this former industrial site into a public park. The first phase involved the reclamation of the land and the construction of a pedestrian walkway adjacent to the riverside. The work was completed in 1981 and received a Civic Trust Commendation in 1983. Phase 2 which involved the construction of footpaths, seating areas, parking areas and planting as well as the relocation of the Charles Palmer Memorial from its original site in the Town Centre, was completed in 1988. The final phase involving the creation of a public 'square' close by the Gaslight Public House was completed in 1991.

Although the Park received a Civic Trust Commendation it has always been underused. The main reason for this is the isolated nature of the park with the riverside walkway largely hidden from view by the considerable change in level between the riverside walkway and Tyne Street. In addition the walkway is closed off at either end and the footpaths are not part of a through route so tend not to be used very often. Consequently, people can feel insecure and vulnerable. The lack of natural surveillance due the area not being overlooked or busy has resulted in vandalism and misuse particularly in the area around the Charles Palmer Memorial. See **Fig no. CJ / 04**. (Appendix D)

On the western boundary of the Park is a small complex of single storey brick buildings forming the entrance to the Tyne Pedestrian and Cycle Tunnels. The buildings, along with the tunnels, are listed. A brick boundary wall is included within the listing. The entrance to the tunnels is at a lower level than the surrounding area, see **fig no. CJ / 06**. (Appendix E). The change in level combined with its isolated location in relation to the existing road and footpath layout in the area, makes it uninviting for potential users despite the presence of CCTV cameras.

The Gaslight Public House is located on the eastern boundary of the Park surrounded by various industrial uses and dominated by a gasometer. See Fig no. **CJ / 05**. (Appendix E). Over the years the building has been subjected to numerous alterations as well as neglect. Although it is listed, this seems more likely to be because it is the last surviving remnant of the once thriving Jarrow

Riverside Community rather than for any intrinsic architectural value that it may possess.

4.7 Character Area D: Chaytor Street to the High Street

Between Chaytor Street and the High Street the area is largely open in character due to the presence of the playing fields associated with St Peter's and Dunn Street schools and the grounds of the former residential home. Despite the open space there are no significant mature trees. Of the trees, which are present, none, are covered by Tree Preservation Orders. The surrounding area has largely been redeveloped in recent years for housing. It contains a community centre built in the 1970's, which is mentioned in Pevsner as being of architectural interest. It contains excellent indoor facilities and changing rooms but no outdoor areas. The area also contains the ventilation tower for the existing tunnel, which is a local landmark.

4.8 Character Area E: High Street to Howard Street

A densely developed residential area of mainly two storey Victorian terraced housing. The 19th Century street pattern is largely intact despite extensive redevelopment during the past 25 years. It includes an area to the west of Stothard Street which was cleared of housing several years ago by South Tyneside MBC and has remained a temporary landscaped area ever since. The area contains a school, St Bede's with its own small playing field as well as the adjacent St Bede's Church which is mentioned in Pevsner as being of architectural importance, but it is not listed.

4.9 Character Area F: Howard Street to Metro Line Embankment

The area is dominated by the approach roads to the existing Tyne Tunnel and the embankment and overbridge which carries the Metro line. A mineral rail line and the elevated section of Howard Street also cross the area. The land rises steeply to the west from the northbound carriageway of the existing tunnel up to the residential area, Epinay Walk. The embankment is covered with mixed coniferous and deciduous woodland, which is mature enough to act as a screen. See **fig no. CJ / 07** (Appendix F). Between the top of the embankment and Epinay Walk is an area of flat maintained grassland, which is used as incidental open space by local residents. See **fig no. CJ / 08** (Appendix F). To the east the land falls away to the Don Valley, which has been developed as an informal recreation and wildlife area.

5.0 EVALUATION OF POTENTIAL IMPACTS

- 5.1 In order to establish the impact, which the development would have on the character and quality of the landscape and townscape and visual amenity of local residents, I undertook as part of the Environmental Appraisal, an objective appraisal based on the methodology suggested in the Institute of Environmental assessment and Landscape Institute Guidelines. This has involved evaluating the potential changes, which would occur to the character and quality of the existing landscape/townscape and the level of visual intrusion, which would be experienced by local residents due to the construction, and operation of the development.
- 5.2 In order to standardise the level of significance of the effects I applied a six-point scale using the following criteria.

Significance	Criteria
Severe Adverse	Changes that are of national importance. Mitigation measures are unlikely to remove such effects.
Major Adverse	Notable change in landscape / townscape characteristics over an extensive area ranging to very intensive change over a more limited area. Mitigation measures unlikely to remove all effects.
Moderate Adverse	Moderate changes in localised area but not to an extent where they dominate or over-ride the existing character. Mitigation measures and detailed design may ameliorate some or most of the effects.
Minor Adverse	Ranging from some minor changes in landscape / townscape characteristics over a wide area to significant changes over a more limited area.
Not Significant	No significant change in the character of the area.
Beneficial	Development of the project would provide the opportunity to enhance the existing landscape / townscape.

- 5.3 The level of the impacts would vary depending on the stage in the project's life cycle. During the construction phase the upheaval caused by the excavation would be significantly different to the operational impacts.
- 5.4 I have also taken in account that the magnitude of an impact has to be seen in the context of the quality of the existing environment. Consequently, an impact that would have a high magnitude in a high quality landscape/townscape would be of less magnitude in an area of relatively lower value.

- 5.5 Using this method, my assessment of the level of impact of the proposed development, on the landscape /townscape character and quality and visual amenity on each of the landscape character areas is as follows:

Character Area A : Metro Line embankment to Tyne View Terrace

- 5.6 The new toll plaza, and associated buildings, would largely be constructed in a cutting on the line of the existing A19. In addition the existing planting and mounding fronting Brinkburn Street and Telford Street would ensure that the visual amenity of local residents remains unaltered. Consequently, the overall impact would be **minor adverse**. See cross section **fig.no CJ / 09** (Appendix G)
- 5.7 The construction of the tunnel portal would result in the removal of the existing planting between the East Howdon Bypass and the new tunnel approach road. Whilst the loss of this planting is regrettable it is not significant. Therefore the overall impact would be **minor adverse**. Also shown in **fig.no 09** (Appendix G)

Character Area B: Tyne View Terrace to North Bank of River

- 5.8 Although demolition of business premises would be required, the effect on the townscape would be minimal, as the alterations would be largely hidden from view. Therefore, the impact would be **not significant**.
- 5.9 The existing boundary wall is a townscape feature so the demolition of a substantial part of it would have a **minor adverse** impact.

The River

- 5.10 Activity on the river during the construction phase may involve the movement of barges, dredgers and cranes operating both on the river and from the immediate banks. Historically, because the River and its banks were industrial in character, houses were not orientated to have views of the River. Consequently, the work involved in constructing the Tunnel from the River is unlikely to be visually intrusive to local residents. Therefore, the impact would **not be significant**.

Character Area C: South Bank of River to Chaytor Street

- 5.11 The Jarrow Riverside Park would be the site of major construction works on the south side of the river. It is intended that the whole of the area would be taken for the works and there would therefore be nothing remaining of the current landscape scheme. This would involve the removal of parking areas, footpaths, a riverside walk, the Charles Palmer Memorial as well as extensive tree and shrub planting. The impact would be **moderate adverse**.
- 5.12 The Gaslight Public house is within the area of construction and would be required to be demolished. It has suffered considerable alteration as well as neglect over the years and makes little contribution to the quality of the

townscape in the area. It is however within the area of major change and the effect of demolishing the building would be **moderate adverse**.

- 5.13** The east side of the former Mercantile Docks site which is currently used by RMC for the storage of aggregates has been identified as the site which would be used for the temporary storage of dredged material. The site is not overlooked from any of the surrounding residential areas but it is overlooked from the viewpoint situated on the bund on the northern boundary of Bede's World, the visitor centre and museum depicting the life and times of the Venerable Bede. See **fig no CJ / 10**. (Appendix H). The visitor centre attracts approximately 50,000 visitors a year with school parties accounting for just fewer than 50% of this figure. Most visits take place during April to October but the school visits ensure that numbers are maintained, albeit at a slightly lower level, during the winter months. The viewing area is a popular destination for visitors but only during the summer period. School parties are unlikely to visit the viewpoint unless they are involved in a geography project where a view of the river corridor would be helpful. The viewpoint overlooks the heavily industrialised river landscape, see **fig no. CJ / 11**. (Appendix I). The dredged material would be stored for a relatively short period, approximately 6 months and at a height, which would not exceed the height of the bund. Consequently, it would not be seen from within Bede's World. Therefore, I consider that the impact of the proposed spoil mound for that length of time would be **minor adverse**.

Character Area D: Chaytor Street to High Street

- 5.14** There are few existing trees in this area except around the existing ventilation building and within the grounds of the former Grange Nursing Home. Whilst not particularly significant they do contribute to the landscape quality of the area and the effect of their removal would be **moderate adverse**.
- 5.15** A block of three flats would need to be demolished on Commercial Road along with Jarrow St. Peter's School, the former Grange Nursing Home and three maisonettes at the junction of High Street and Staple Road. Engineering and economic constraints would probably preclude the redevelopment of the land over the line of the tunnel. Consequently, the land would remain as open space. However, due to the already fragmented nature of the existing townscape the effect would be **moderate adverse**.
- 5.16** The playing fields associated with Dunn Street School would be partially lost for the duration of the construction period, but they would be reinstated on completion of the works. The impact would therefore be **not significant**.
- 5.17** Residents at numbers 45 to 59 Commercial Road would experience a high level of visual intrusion throughout the course of the construction period being within 20 metres of the working area. However, this would be temporary and following reinstatement to open space the effect would be **not significant**.

Character Area E: High Street to Howard Street

- 5.18** The four aged person's bungalows in Salem Street along with the two-storey property at no 219 High Street and a small parking area would be demolished.

The area would be reinstated to open space although it would open up this area of the High Street and Salem Street, which would have a **moderate adverse** effect on the townscape character of the area.

- 5.19** The landscaped area to the east of St. Mark's Church contains some significant trees, which would be lost. The area would however, be reinstated following completion of the works. In landscape terms the effect would be **minor adverse**.
- 5.20** The section of proposed tunnel adjacent to Stothard Street would be covered as far as Howard Street. The sun visor on the existing tunnel would be removed, covered and replaced by artificial lighting. This would provide the opportunity to create a larger area of landscaped open space and the removal of part of the boundary wall around the tunnel portals. This would provide a greatly improved outlook for the residents of Stothard Street. The overall effect would therefore be **beneficial**.
- 5.21** Additional open space would also be created adjacent to St Bede's School. Whilst there is no requirement for additional school playing fields it would provide a recreational open space for local residents. The effect would be **beneficial**.

Character Area F: Howard Street to Metro Line Embankment

- 5.22** The ventilation building must be located close to the southern portal for engineering reasons as explained in the evidence presented by Mr Richard Thurlow and Dr Michael Bull. Early proposals identified a site to the west of Stothard Street as the optimum location. However, in this location it would be extremely visually intrusive in what is a predominantly residential area. Consequently, further development work enabled it to be located to the south of the realigned Howard Street within the road network of Jarrow Junction. In this location it is in scale and character with the adjacent engineering structures and sufficiently removed from nearby residents to have little visual impact. I would consider its impact to be **minor adverse**
- 5.23** A new junction is required at the southern approaches to the tunnel. This would involve the construction of a steeply sloping curved access road between the Howard Street roundabout and the A19. This would encroach into the embankment below Epinay Walk resulting in the removal of the existing planting and the loss of the area of incidental open space to the east of the houses. I consider the effect of these works to be **major adverse**, see **fig.no CJ / 12.** (Appendix J)
- 5.24** The remaining roadworks would mainly involve adjustments to existing kerb lines. However, all the existing planting within the area would have to be removed except perhaps for the mature trees on the Howard Street roundabout. None of the proposed works would encroach into the Don Valley. Consequently, I have assessed the overall impact of the Jarrow Junction works as being **moderate adverse**.

6.0 LANDSCAPE PROPOSALS AND MITIGATION MEASURES

- 6.1 Throughout the development of the project considerable effort has been given to removing or reducing adverse impacts and realising the beneficial opportunities, which the scheme presents.
- 6.2 The Environmental Statement contains illustrative layouts showing the landscape reinstatement and mitigation proposals for the areas on the north and south sides of the River which would be affected by the development. These are included in the appendix, **Fig.no 13** (Appendix K) and **Fig.no 14** (Appendix L) along with plans showing the areas prior to construction for comparison. These show the minimum landscape infrastructure, which the concessionaire would be required to provide.
- 6.3 Before works commenced on site, the concessionaire would be required to submit detailed landscape proposals to the local planning authority for the discharge of the landscape conditions. These would include details of the landscape scheme in terms of species, numbers, size and disposition of plant material as well as responsibility for replacement planting and maintenance as would be required for any large-scale development project.

North Tyneside

- 6.4 The triangular area of land to the south of the Metro embankment would be regraded and the coast-to-coast (C2C) cycleway improved. This would have a **beneficial** impact overall.
- 6.5 The impact of the highway and engineering structures would be reduced through the provision of substantial earth mounding and tree planting.
- 6.6 The section of boundary wall adjacent to Tyne View Terrace would be reinstated. The impact would therefore be **not significant**.
- 6.7 The improvement of the overall appearance and configuration of the Howdon Yard and the replacement of the existing buildings with modern well-designed equivalents, as I understand is proposed, would result in a **beneficial impact**.

South Tyneside

- 6.8 A series of options for the planning and landscape development of the area in Jarrow were presented at the public exhibitions held in the summer of 2001, and the views and preferences of local residents were sought and recorded. Work has been ongoing with South Tyneside MBC planners, before and since the exhibition to prepare a development brief which would give a positive lead to the future planning of the area should the New Tyne Crossing be constructed. A development brief has been taken forward by South Tyneside MBC and is in the process of being ratified by the Council. The following reinstatement proposals have been developed in conjunction with the Draft Development Brief. The concessionaire would only implement the reinstatement works required, but the development brief sets out what the

Council might permit in the form of development by others post construction of the Tunnel.

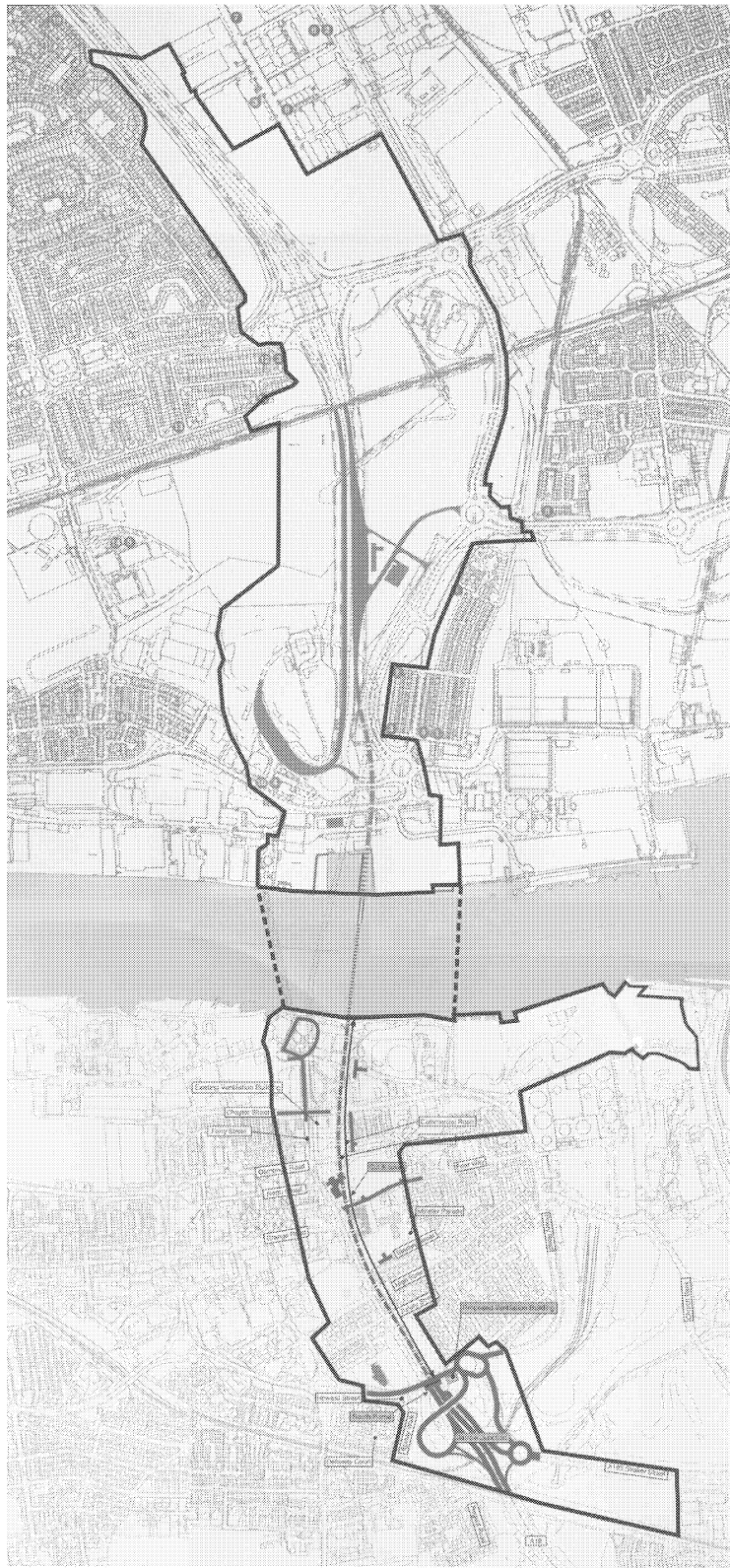
- 6.9** The section of Ferry Road between Chaytor Street and the Pedestrian and Cycle Tunnel entrances would be reopened as part of the New Tyne Crossing works rather than reinstating the existing access along Commercial Road and Tyne Street following completion of the works. This would make the pedestrian Tunnel more accessible by public transport and on foot. It would also make it more visible which should encourage its greater use. Overall it would be seen as having a **beneficial** effect.
- 6.10** The Riverside Park would not be reinstated in its current form but simplified and opened out to improve visibility from surrounding areas. This would improve security and thereby encourage greater use. The impact following reinstatement is considered to be **beneficial**.
- 6.11** Following demolition of the Gaslight Public House the land on which it stands would be incorporated into the Riverside Park thereby extending the area of public open space. The impact on the area caused by the building having been demolished, would therefore be reduced from **moderate adverse** to **minor adverse**
- 6.12** The removal of the redundant Jarrow St. Peter's School and Ormonde Street would enable the Riverside Park to be extended as far south as Monastery Court, see **fig no. CJ / 14**. (Appendix L). This would provide a landscaped open space, which is proposed to include a well-lit north south footpath connecting the surrounding residential areas with the River. In an area with little quality publicly accessible open space the impact would be **beneficial**.
- 6.13** It is proposed that a new road be constructed connecting Friar Way with Ferry Street, as an alternative to reinstating Ormonde Street. Apart from enabling the Riverside Park to be extended southwards, it would also facilitate the long-term development potential of adjacent redundant land as included in the Development Brief. This would be a **beneficial** impact.
- 6.14** The creation of a landscaped open area on the land above and surrounding the southern portals to both the existing and proposed tunnels close to Stothard Street would provide children's play and informal recreational space for local residents. This would be a **beneficial** impact.
- 6.15** The construction of the Jarrow Junction will primarily affect residents in Epinay Walk through the loss of an embanked area of grassed open space and tree planting fronting the houses. The new access road would be built into the embankment with its outer edge formed by a retaining wall built approximately 12m from the closest dwellings on Epinay Walk. The top of the retaining wall would be at approximately the same level as the ground floor of the houses. Since a safety barrier is required at the top of the wall, it is proposed to provide this by extending the retaining wall to a height of approximately 2.5m. This would be faced with good quality brickwork. The area between the wall and the houses would be extensively planted to recreate the green outlook previously enjoyed by the residents.

An example of where this approach has been adopted and proved to be successful can be seen on the boundary between the St Paul's area and the Ring Road. See **fig no CJ / 15**. (Appendix M). I consider that the implementation of a similar treatment would reduce the impact of the works from **major** to **minor** adverse.

- 6.16** Although it would not be possible to replace the open space directly adjacent to Epinay Walk, alternative provision would be available on the newly created landscaped area above the tunnel southern portals. This would help in reducing the impact on Epinay Walk as described above.

7.0 CONCLUSION

- 7.1** Although the project would have impacts on the landscape/townscape and visual amenity on both sides of the River, it is on the south side that they would have the greatest impact on the existing urban fabric.
- 7.2** On the north side of the River, the scale of the landscape is such that it would be able to accommodate the changes particularly with the extensive woodland planting which is proposed.
- 7.3** South of the River, the landscape is more urban in character although within the development corridor itself, clearance and redevelopment during the 1960's has led to an erosion of this character. Consequently, although the project requires the demolition of some buildings, the appearance of the area following completion of the re-instatement works, would remain substantially the same.
- 7.4** The restoration proposals allow for the creation of high quality, landscaped open space, which would be accessible to the general public. However, the proposals also assist potential redevelopment opportunities particularly along the edges of the corridor that will be enhanced by the green outlook provided by the landscaped open space.
- 7.5** I consider that the landscape and reinstatement proposals, which I have described, are appropriate and achievable and represent an acceptable means of integrating the New Tyne Crossing into its surrounding environment.



LEGEND



Tunnel alignment

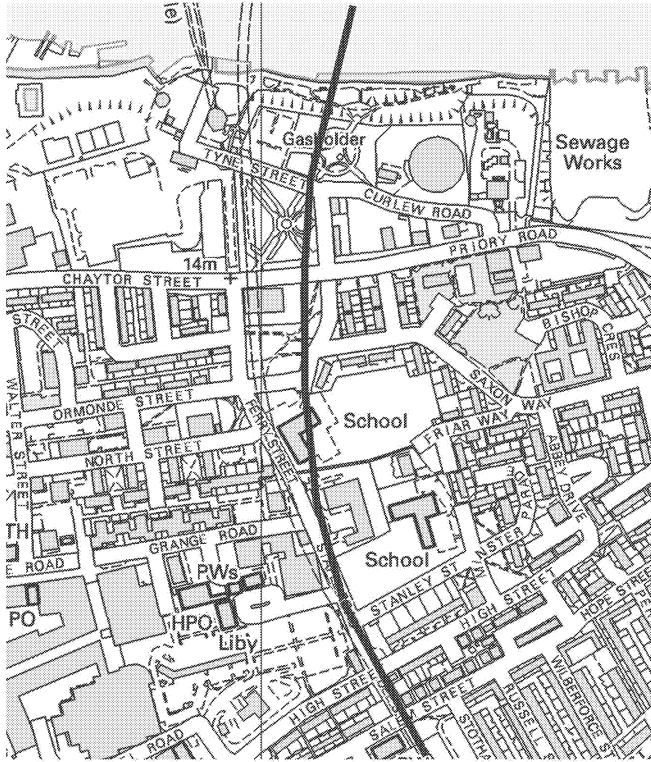


Boundary of
Zone of Visual Influence

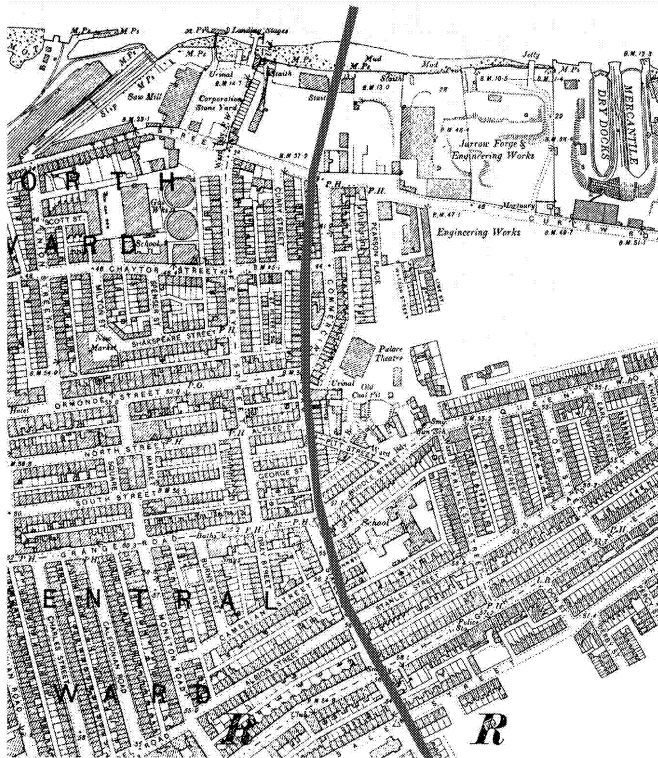
APPROXIMATE BOUNDARY OF THE
AREA WITHIN WHICH THE CONSTRUCTION OF THE NEW TYNE CROSSING
MAY BE VISIBLE

Fig. No. CJ / 01

APPENDIX A



Location of Proposed Tyne Tunnel on most recent Ordnance Survey Map.



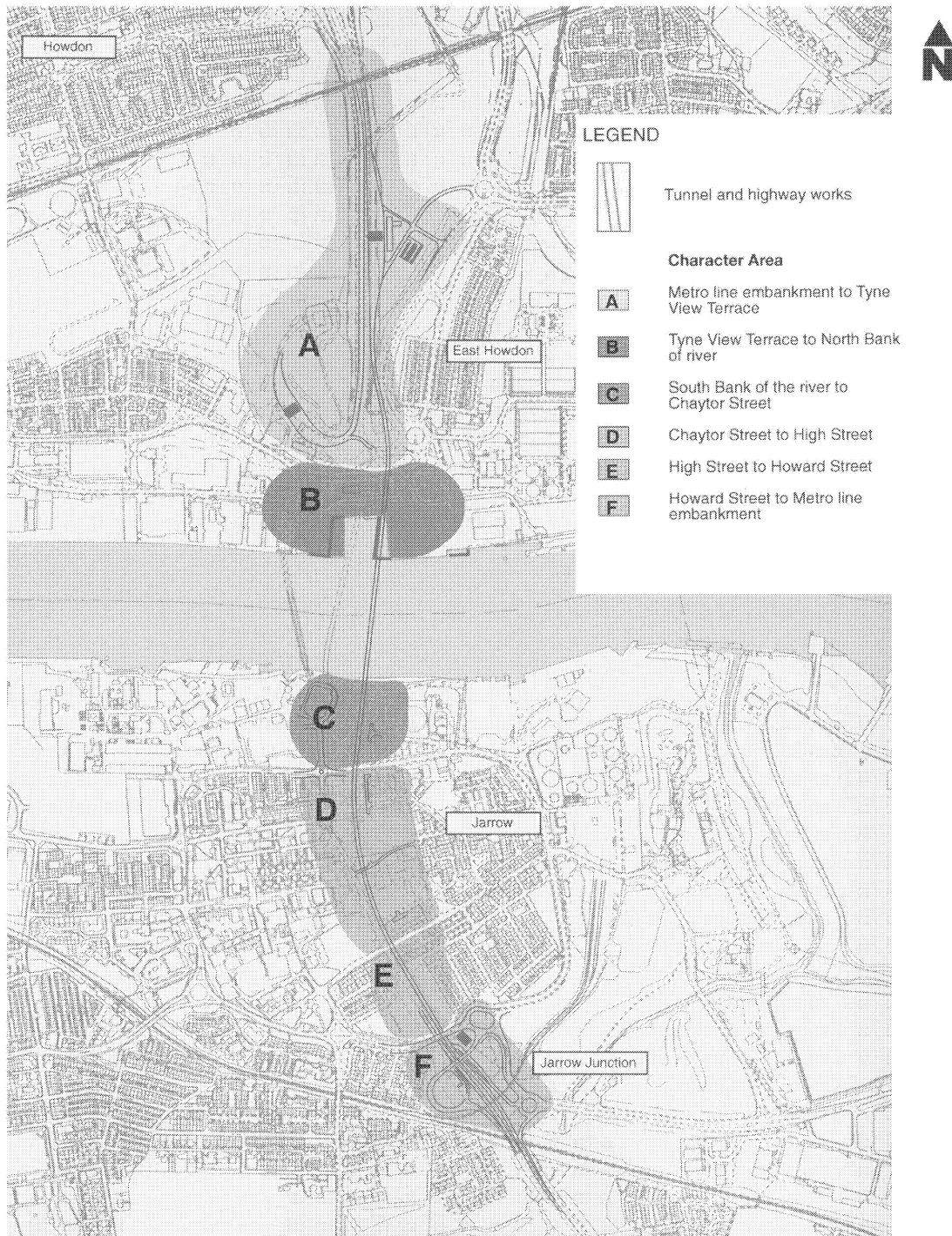
Location of Proposed Tyne Tunnel on Ordnance Survey 2nd Edition 25" Map of 1897.

Both maps are at an identical scale

COMPARISON BETWEEN
CURRENT MAP AND AND
1897 VERSION

Fig. No. CJ / 02

APPENDIX B



LANDSCAPE ASSESSMENT
CHARACTER AREAS

Fig. No. CJ / 03

APPENDIX C



View of the Charles Palmer Memorial.
Showing the extent of vandalism which takes place around the memorial

Fig. No. CJ / 04

APPENDIX D



The Gas Light Public House viewed from the west

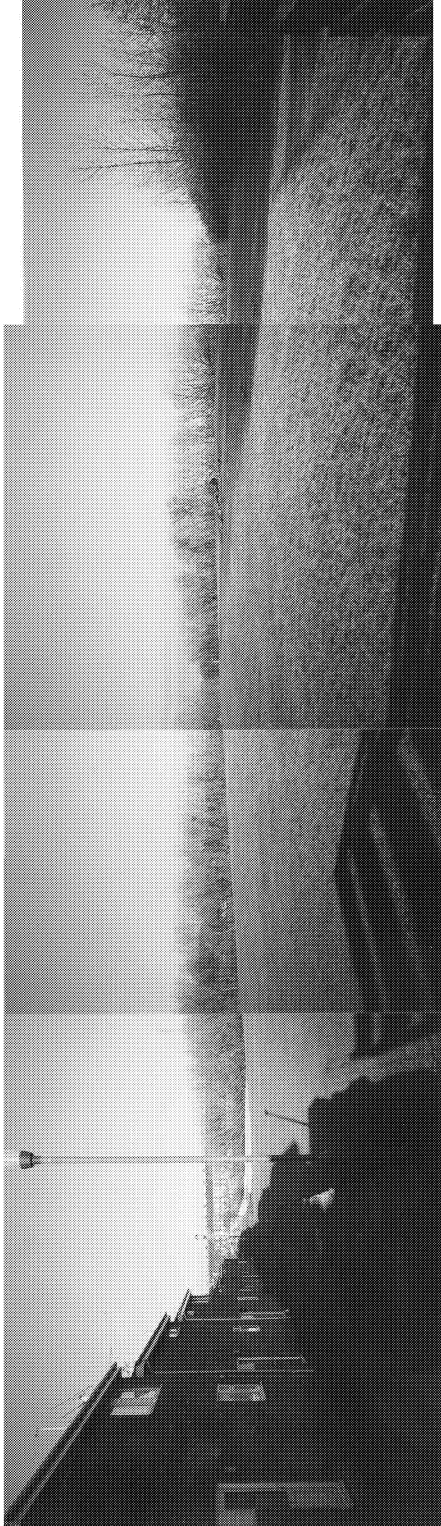
Fig. No. CJ / 05



Entrance to Pedestrian and Cycle Tunnel viewed from the South.

Fig. No. CJ / 06

APPENDIX E



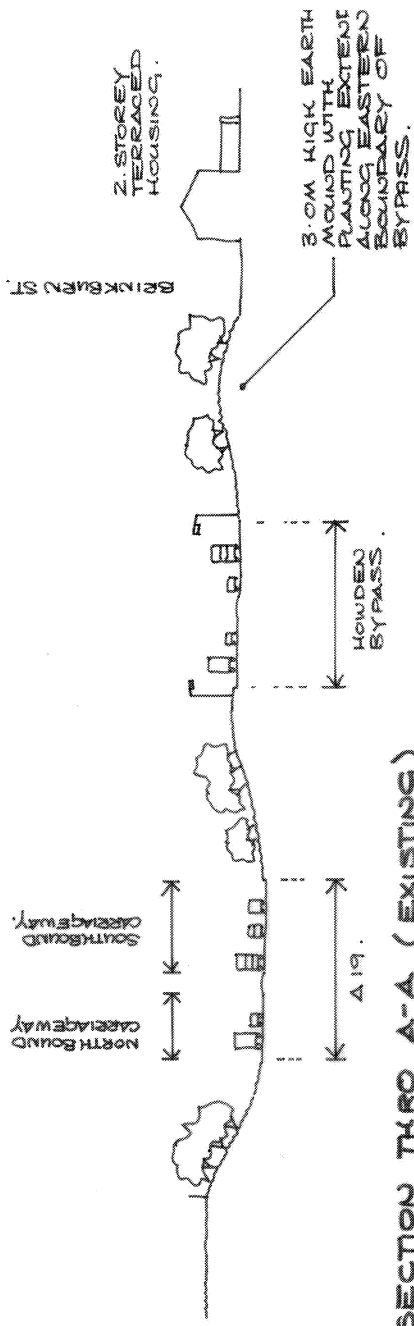
View looking north eastwards towards the Howard Street Bridge with Epinay Walk on the left.

Fig. No. CJ / 07

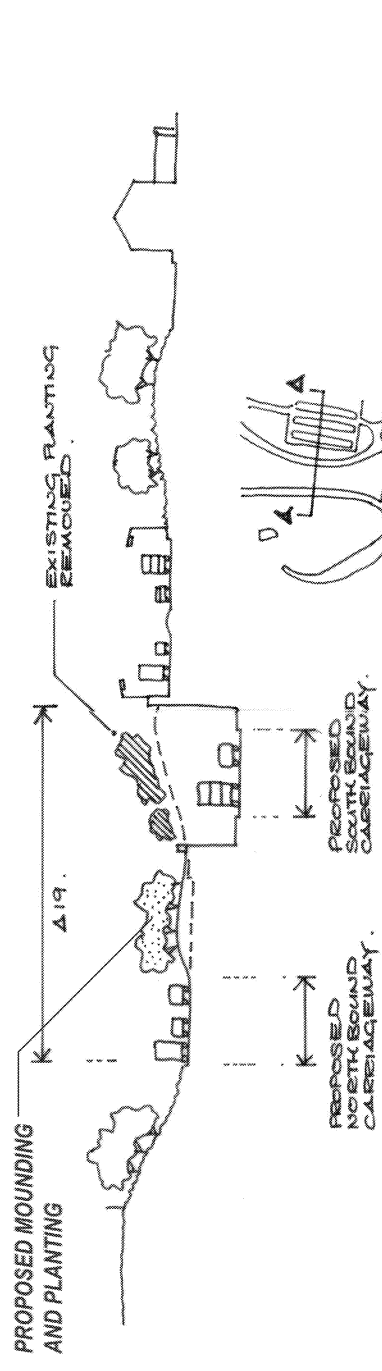


View looking towards Epinay Walk from the east

Fig. No. CJ / 08

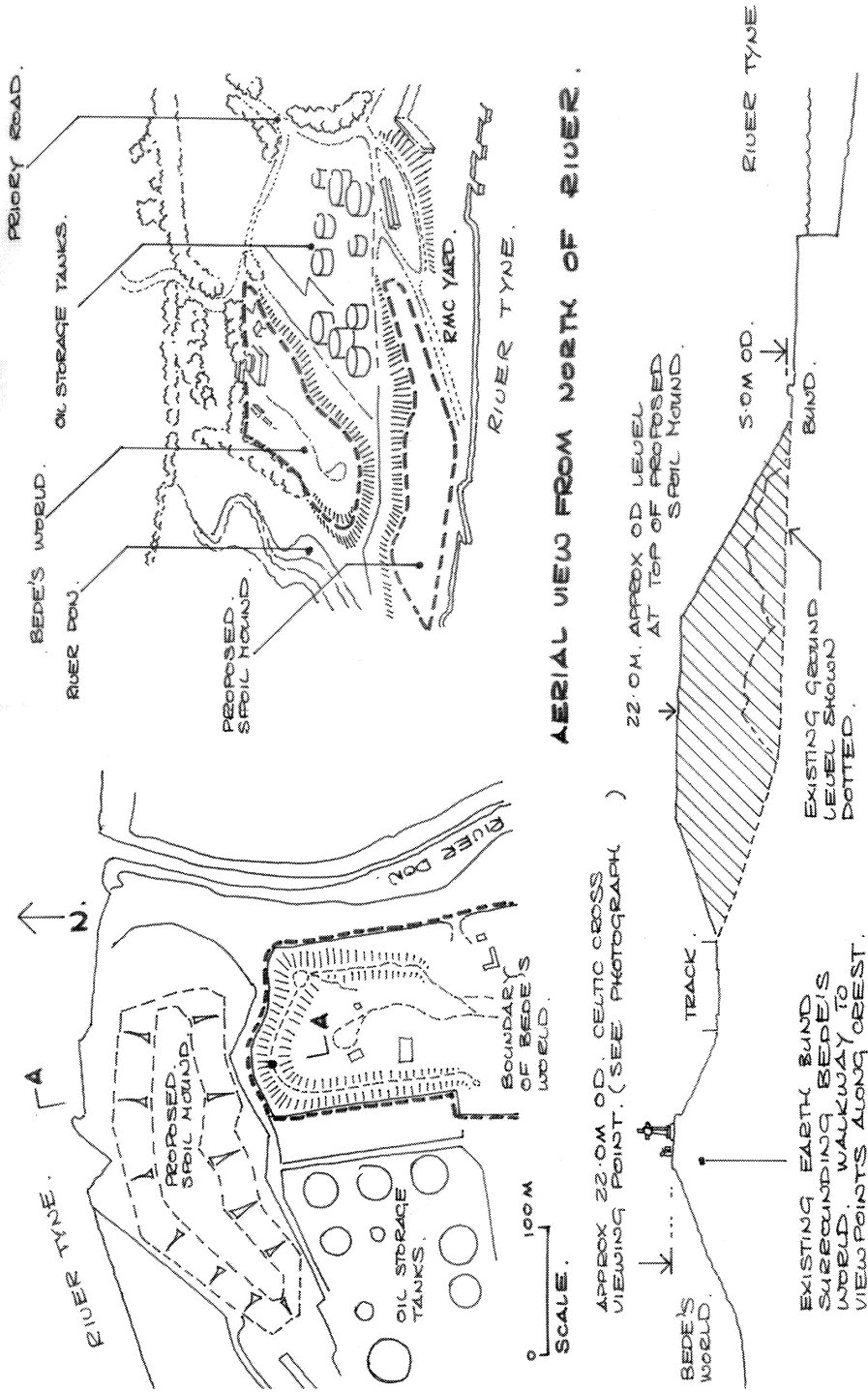


SECTION THRO A-A (EXISTING)



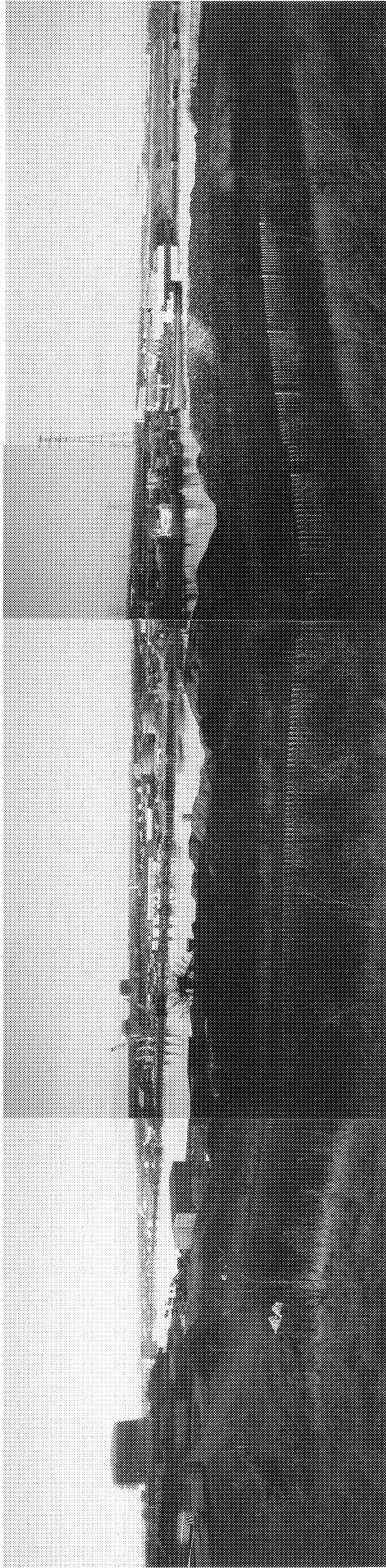
SECTION THRO A-A (PROPOSED)

Fig. No. CJ / 09



SECTION THRO A-A (EXISTING AND PROPOSED)

Fig. No. CJ / 10



View looking north from the Celtic Cross Viewpoint at Bede's world. The former Mercantile Dock, now used by RMC for storing aggregates, is in the foreground.



View looking south from the Celtic Cross Viewpoint with the Bede's World exhibition buildings and visitor centre in the background

Fig. No. CJ / 11

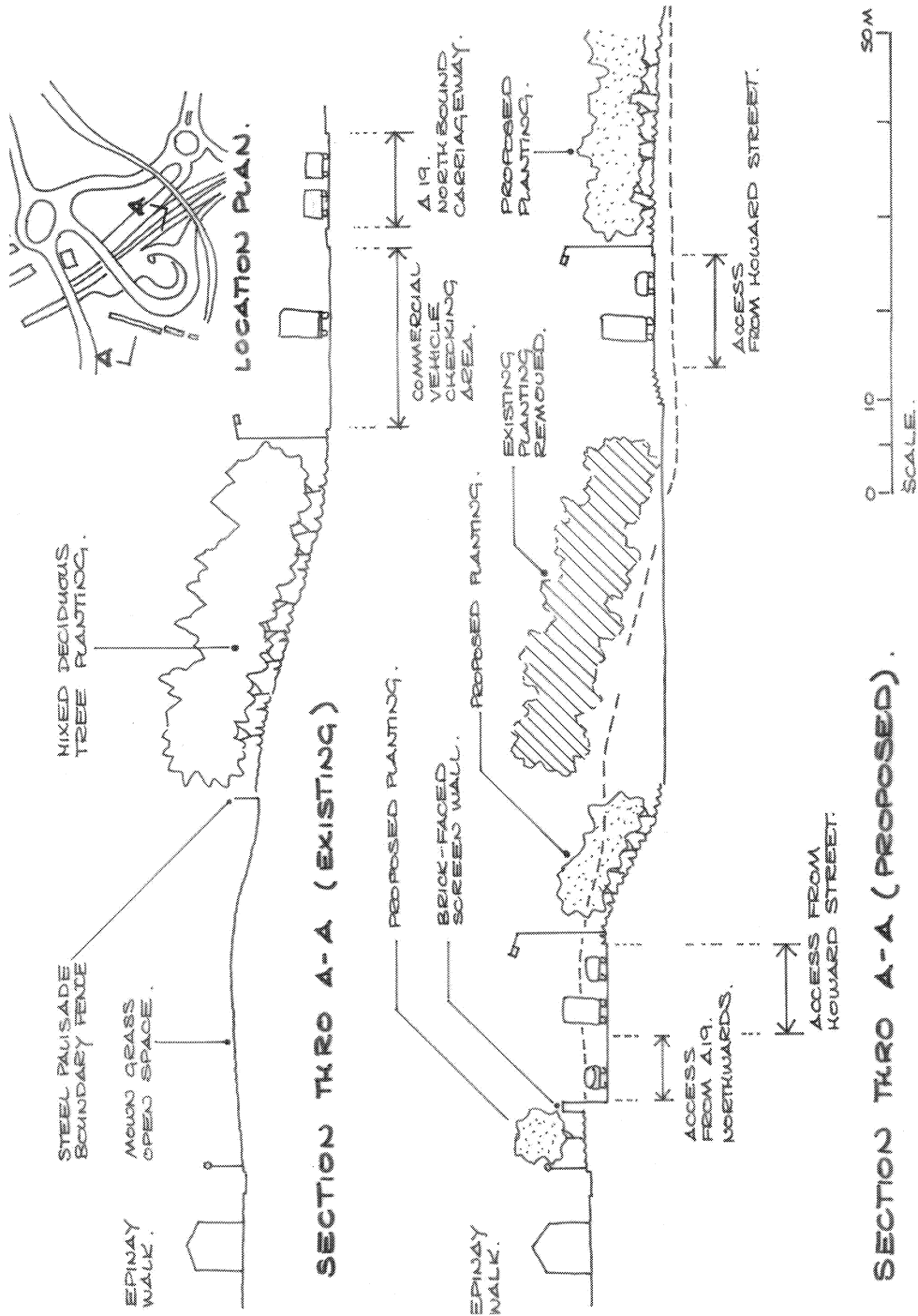
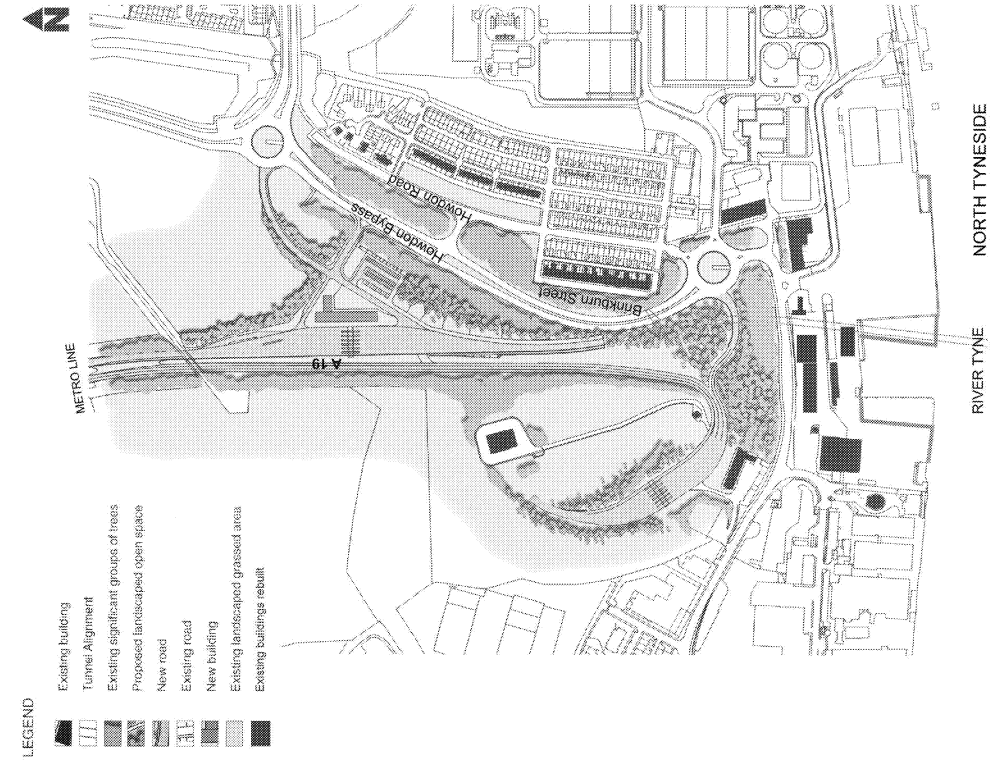
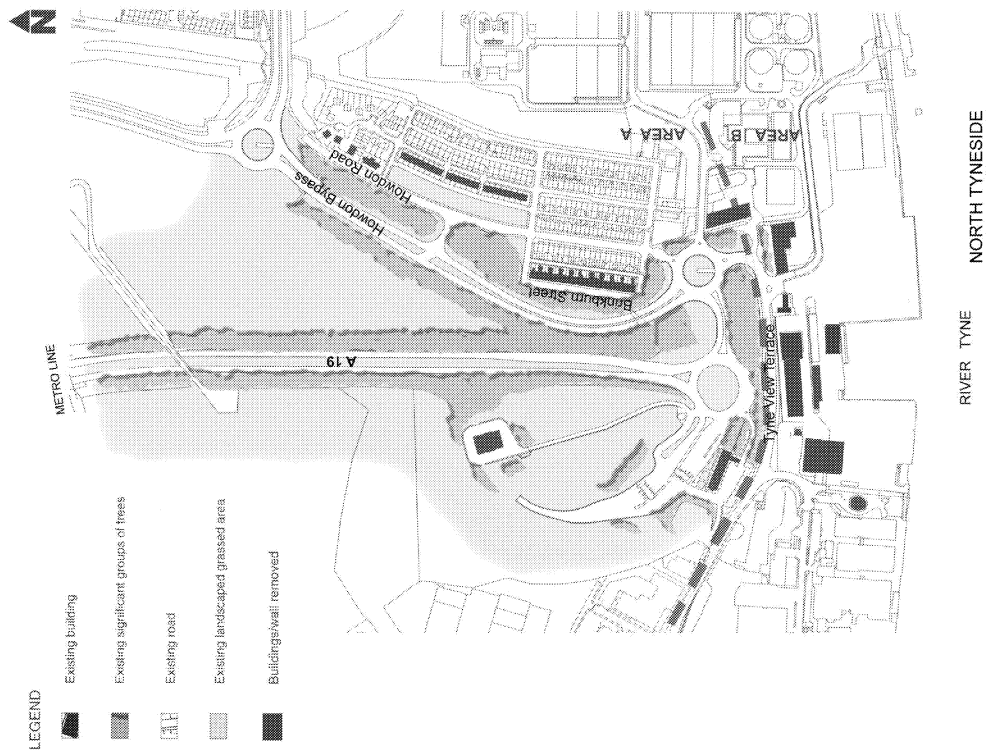


Fig. No. CJ / 12



NORTH TYNESIDE
LANDSCAPE / TOWNSCAPE
AFTER CONSTRUCTION WITH
RE-INSTATEMENT

Fig. No. CJ / 13



NORTH TYNESIDE
LANDSCAPE / TOWNSCAPE
PRIOR TO CONSTRUCTION



Boundary Wall screening St. Paul's Road from the Ring Road (Priory Road)



Same view, but from within St. Paul's Road showing the screening which the wall and planting provides.

Fig No. CJ/ 15

APPENDIX M