



SPRINGVILLE. EAST SLEEKBURN. NORTHUMBERLAND

DESIGN AND ACCESS STATEMENT

Full Planning Application for residential development of 48 no housing units, means of access and landscape details.

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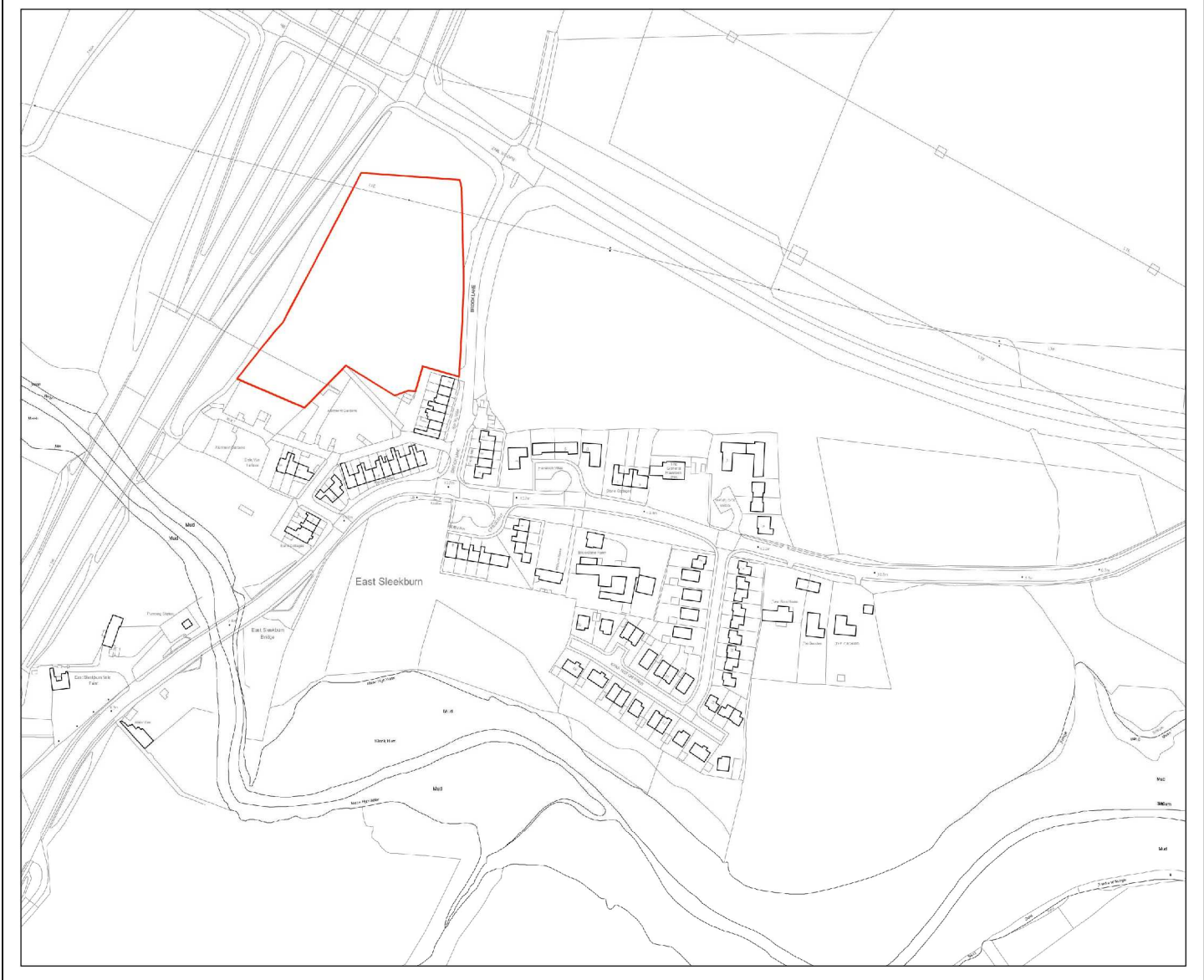
THIS STATEMENT HAS BEEN PREPARED BY MWE ARCHITECTS ON BEHALF OF AMETHYST HOMES.

THIS DESIGN AND ACCESS STATEMENT IS PUT FORWARD WITH THE FULL APPLICATION FOR RESIDENTIAL DEVELOPMENT OF 48 HOUSING UNITS; MEANS OF ACCESS AND LANDSCAPE DETAILS.

THIS STATEMENT SETS OUT THE DESIGN AND ACCESS PRINCIPLES THAT HAVE SHAPED THE DETAILED DEVELOPMENT PROPOSALS.

THIS DOCUMENT SHOULD BE READ ALONGSIDE THE PLANNING STATEMENT PREPARED BY MESSRS CUNDALL, AND ALL OTHER SPECIALIST STATEMENT ACCOMPANYING THIS APPLICATION.

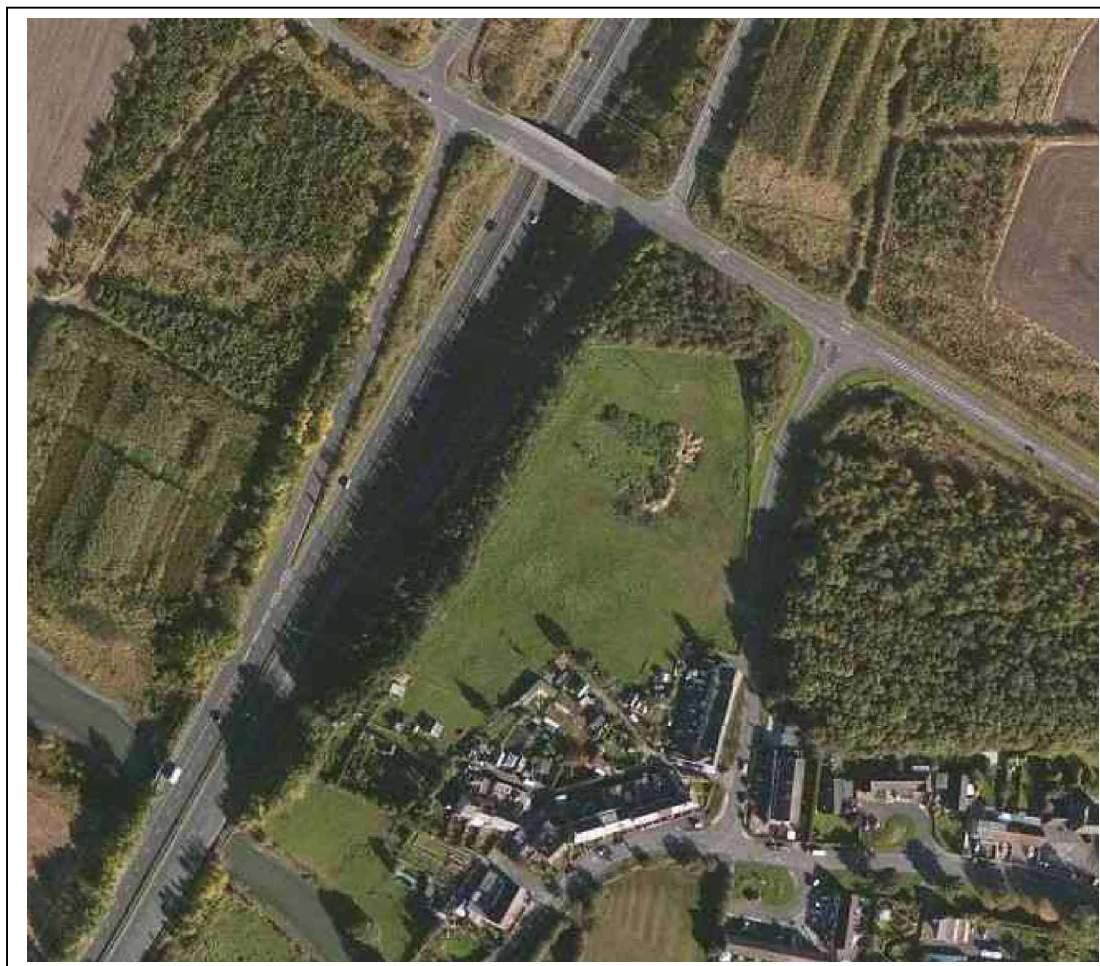
Location Plan



Context and Constraints

East Sleekburn is located to the Northeast of Bedlington and Northwest of Blyth adjacent to the A189 leading from its junction with the A19 at Cramlington towards Ashington and Newbiggin. Newcastle City centre is approximately 13 miles to the South and Morpeth approximately 6 miles to the Northwest.

The site is located within the north-west corner of East Sleekburn village and sits just south of the 'East Sleekburn Site 1 (west)' as defined in the Northumberland East Sleekburn Sites-Local Development Order dated February 2013.



The site sits entirely within Flood Zone 1 and therefore of low risk of flooding from rivers or sea.

The Western edge of the site is bounded by existing mature tree planting, screening the site from the A189 Spine Road. A slip road access to the A189 runs parallel to the site from north to south and therefore the gradient of the land beyond the boundary varies along its length.

To the east and north the site abuts Brock Lane. Along the northern edge the site is again screened mature tree planting. To the east the majority of the site has an open boundary to Brock Lane with views restricted to the east by a further mature plantation.

The southern boundary adjoins a mixture of allotment gardens and stabling.

Beyond the site, at its south-eastern corner the existing dwellings are in 2 storey brick and tile terraced format. These have small front gardens bounded by low brick walls with stone copings. The rears of the dwellings have small yards and are accessed by a narrow lane (one way) running adjacent to the site edge. The dwellings are set back from Brock Lane with a grassed verge bisecting the highway and the adopted footpath running against the front garden walls.

The site is relatively level and there are existing overhead lines running east-west across the site at its southern and northern edges. These will need to be diverted underground to facilitate development.

The developer has recently commenced a second residential development within East Sleekburn, The Orchard, sited to the south-east of the village, and abutting the Sleek burn. Houses within that development echo the residential units proposed on the application site.

The development land is an available, and deliverable, brownfield site, which will deliver a range of well designed, energy efficient, 2, 3, and 4 bedroom dwellings, together with integrated landscaping and open space, providing a good standard of amenity and public realm for present and future occupants.

The overall application site extends to approximately **1.4 Hectares (3.48 acres)**.

Access to the site is to be taken via Brock Lane at a point close to an existing field access.

Setting



View south west from Brock lane junction.



View North West across site from South east corner.



View south west towards South View.



View North West towards allotment gardens.

Character Analysis

The site lies adjacent to established residential development.



Immediately adjacent to the site, on Brock Lane and to the south on South View, the properties are of terraced format, in brickwork finish. The facades show little detail, with cropped eaves and the occasional bay window detail, and chimney stack.

Further to the south the detail to the terraces increases, with the introduction of intermittent stone cills and heads to doors and windows.



Opposite the site, and to the south, the houses are of a more modern style. These have white timber eaves and barge boards, low level flat roofed projections with white cladding details, and no sill or head details. The occasional chimney stack breaks the ridge line.





Further south, at Havelock Crescent, the properties are again of terraced format, in brickwork and cladding finish, with low roof pitch. The facades show little detail, with timber eaves, no chimney stacks, and projecting garages to the front.



brick farm

To the south and east Brocklane Farm, is a mixture of rendered Farmhouse with buildings and a more recent brick-built Farmhouse at the entrance.



Further east there are existing post 1980's developments of Barrington Park and Havelock Mews. These are all in a modern style of brickwork facade, with an element of render, eaves and barge boards, concrete tiled roofs, and frontage garage doors.



Planning

The site previously achieved a Planning permission for 48 dwellings, 13/3937/FUL allowed under appeal reference APP/P2935/W/14/3001679, however this permission has since lapsed.

The authority clearly acknowledged that:

- The site was identified in the Northumberland SHLAA as reference 5019. This refers to delivery being dependant on the upturn in economic conditions and lack of significant contamination issues.
- The authority recognised the willingness of Dysart Developments to bring forward this site.
- The authority recognised that the council's policies were 'out of date' and that there was a presumption that Planning permission would be granted.
- The housing density accorded with Policy H6 (minimum 30 dwellings per hectare).
- The housing layout would be reviewed to demonstrate how the layout would reinforce local distinctiveness and character.
- The area of Open Space shown on the pre-application sketch was well overlooked.
- The proposals would not have any adverse impact on the amenities of neighbouring properties.
- The council would expect a minimum of 30% of the total dwellings to be 'affordable'.
- The proposals met the requirements and expectations of policies of the Development Plan and National Planning Guidance.

Evaluation

Due regard had been taken of comments received, at the time, from Local Authority Planning Officers, and the scheme was adjusted accordingly.

The scheme currently being presented for Approval remains the same as the original scheme, but has been amended to accommodate the 'as-built' position of existing overhead cable drops in the NW corner of the site, and the following Design changes have been implemented:

- Plots 23&24 changed from Type C to Type B with gable driveways.
- Detached garage to plot 25 moved.
- Minor adjustments to parking arrangements.

Community Involvement (relating to the previous planning permission)

Following initial meetings with Planning Officers, and the submission of a formal pre-application enquiry, a Public Consultation exercise was held on 12th September 2013, in the form of a Leaflet distribution.

Records of those comments received can be found within the **Signet Planning Statement of Community Involvement** attached to the original Planning Submission.



Proposed Residential Development

Land at Springville/Brock Lane, East Sleekburn

You may be aware that Northumberland County Council has identified a requirement to increase its housing supply to ensure there is a sufficient provision for future generations. Dysart Developments Ltd is proposing to develop 48 sustainable homes on land at Brock Lane, East Sleekburn and we wish to invite your comments on the scheme as part of a consultation exercise.

Design Approach

The draft scheme comprises a range of housing types including semi-detached and detached properties accommodating 2, 3 and 4 bedroom homes. The proposals will also meet Northumberland County Council's affordable housing requirement with 30% of affordable homes proposed as part of the development. The site plan below shows the draft proposed layout of the scheme on the site. There is a total of 48 dwellings proposed.



Access and Highways

Access to the site is via Brock Lane which runs to the north east of the site. The site benefits from excellent connectivity and accessibility with measures set out in the travel plan to provide details of how future residents will be encouraged to use public transport, car share, walk and cycle in order to minimise car journeys. A detailed transport assessment has been carried out and will be submitted with the planning application. This will demonstrate the site can be delivered within the operational capacity of the highway network surrounding the site.

Location plan and site plan for illustrative purposes only

Impact on Neighbouring Amenity

The site is bounded to the south by existing residential properties, however there are no residential properties to the west, north and east of the site. Due to the layout of the site the existing dwellings will not be overlooked by the development.

Sustainability

It is considered that the site is in a sustainable location given that it abuts the existing settlement of East Sleekburn.



Design Approach

The scheme proposes a high quality design approach. The images below indicate the design style of modern family homes proposed on the site.



Elevations for illustrative purposes only

The scheme also proposes a series of high quality landscaping solutions. Examples of the hard and soft landscaping proposed for the site can be seen in detailed in image below.

Images for illustrative purpose only



Economic Benefits

The development of 48 houses will secure a number of benefits including construction jobs and help to meet both market and affordable housing needs. The scheme also proposes to provide public open space within the new development for community use.

Contact us!

Prior to this application being submitted to Northumberland County Council for their consideration, we would like to hear your views on the proposals.

We would be grateful if you could send

us your comments by **Friday 20th December** either by;

Emailing us at info@signetplanning.com

By post **to Signet Planning, 26 Apex Business Village, Annitsford, Newcastle upon Tyne, NE23 7BF.**

We look forward to hearing from you with your views on this exciting investment in your area.

DESIGN AND ACCESS CONSIDERATIONS

Use

The proposal is for a Full Application for residential development of 48 units, means of access and landscape details.

Amount of development

The proposed scheme is to include 48no dwelling units comprising 2, 3, and 4 bedroom houses in terraced, semi-detached, and detached format, and generally of 2 storeys with a small percentage of 2 storey 'room-in-roof' types.

There will be a range of parking options provided incorporating parking bays and courtyards, integral garages, and detached garage provision.

Proposed Layout



Housing Design – Layout, Scale and Appearance.

The design must seek to reflect the key objectives set out in current Government guidance, including,

- The National Design Guide: Planning Practice Guidance for Beautiful, Enduring and Successful Places' (2021)
- Wansbeck Design Guide (2007)
- Northumberland Design Guide SPD
- By Design – Urban Design in the Planning System
- Places, Streets and Movement: a companion guide to PPG1
- Better Places to Live
- Lifetime Homes Standards
- **Policy STP3** - i. Demonstrate high quality sustainable design which is accessible to all, and which respects and enhances the local distinctiveness of the natural, historic and built environment, helps promote a sense of place, reduces the need for energy, and facilitates flexible and adaptable buildings and environments;

These development proposals attempt to achieve the following broad objectives-

- Make efficient use of previously developed land by providing housing on a sustainable and accessible brownfield site.
- Respect the existing nature of the site and respond to local character.
- Promote high standards of design in terms of overall layout and provide well designed, high quality and attractive place to live.
- Provide housing with a variety of types related to the local housing needs.
- Create a sustainable development, which is appropriate to the location and existing nature of the site.
- Create character and identity.
- Propose Housing units which allow for future modification, refurbishment, and retrofitting, allowing for multi-functionality.

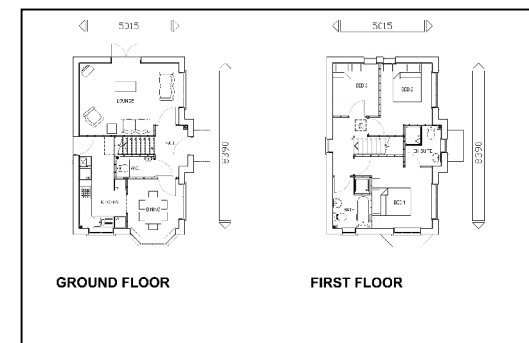
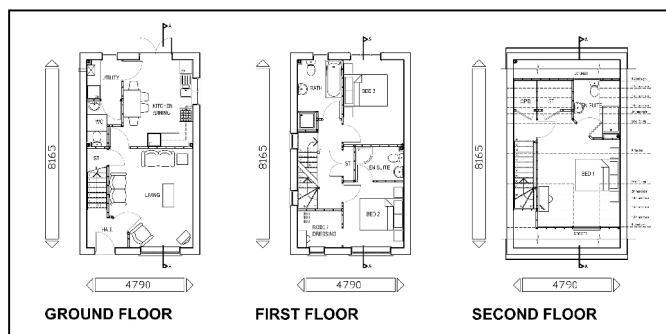
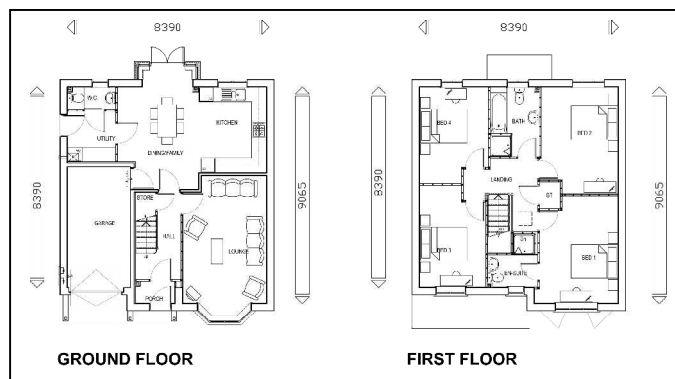
The main objectives are to create a high quality housing development that makes a positive contribution to the local context.

The main design principles incorporated in the proposals are:

- Creation of a development with a sense of identity and community where people will find it attractive to live.
- Provide Legibility through a movement hierarchy with clearly recognisable routes.
- Create a clearly defined public realm using continuous building lines and variation in enclosure.
- Provide a movement axis which creates natural surveillance, encouraging walking, cycling, and play.
- To create an attractive, active, and vibrant street life.
- To incorporate open space for informal use.
- To provide sufficient private amenity space in and around homes for children's play and outdoor activity.
- To provide a layout which minimises the opportunities for crime.

- To ensure the development displays a high standard of design.
- To maintain privacy and security between dwellings and between private and public domain.
- Provide a consistent character within the site, using materials, architectural features, and appearance to reinforce identity.
- Retain and enhance the existing landscape features and habitats bordering the site.

Indicative Housing Design



Scale

It is anticipated that the range of house types proposed across the site will range from 2 to 4 bedrooms, and that this will be accommodated by properties of no more than 2.5 storeys, and of terraced, semi-detached, and detached format.



STREET ELEVATION D - D

Layout

The design of the site has evolved around the creation of a new access point taken from Brock Lane at the southern corner of the site. The access point has been set away from the existing rear lane entrance to South View allowing a small terrace of new house to provide continuation of the terraced street frontage, and the strong building line. The new houses will continue this strong frontage for the length of the Brock Lane boundary. The new entrance breaks through this line and runs adjacent to a new area for Public Open Space. This area has been placed against the southern boundary of the site so that it becomes an extension of the existing 'small holdings' sited there. Housing has been oriented to maximise views over the open space area.

At the first change of direction/junction, the 'formal' highway construction steps down to access quieter, less formal areas of development where pedestrians, motorists, and cyclists can mix safely together. These will be designed for lower speeds. This junction will be framed by a terrace of 2.5 storey 'room-in-roof' houses.

The proposed use of a change of materials in the surface, open frontages, and low enclosure treatments to focal areas, clearly identifies place and use, and enhances the visual and tactile quality of the development. The type and design of enclosures, screen fencing, high and low walling, low timber rails, piers, etc, all add interest and variety, when used in conjunction with hard and soft landscaping.

Housing units are generally placed to present their “entrance” elevation to the street frontage, ensuring regular activity and natural surveillance over public spaces. In order to create interest, the ‘building line’ has been varied by stepping units forward and/or setting garages back from the frontage and placing some on-plot parking along the gables.. This also has the advantage of breaking up areas of frontage parking and partially obscuring those that remain on the frontage.

The distance between buildings has been balanced against the mass of individual buildings, thus avoiding cramped appearances and poor outlooks. The relationship between buildings, gardens, landscaping, and public space has been integrated into the design.

Active frontages, both at ground floor and first floor level create a vibrancy and vitality to the street-scene.



Car parking

Due consideration has been taken of current Northumberland County Council Residential Parking Standards. In all cases the required provision for integral parking has been met. This will be in a mix of parking bays/courtyards, frontage driveways, and garaging. All detached garages will meet the minimum 6m x 3m internal space standards, in order to accommodate vehicles and cycle storage.

Parking bays are sized in accordance with the current standards, with additional separate access for pedestrian traffic. Front driveways provide for a minimum depth of 6m, up to garage doors, and widths allow for at least two cars and pedestrian access. Driveways placed alongside house gables, or between boundary fences, will be a minimum of 3m in width, to allow for vehicle parking and access for pedestrians and bin movement.

Bin Storage and collection

Bin storage for each property will be placed within each individual private rear garden, with the provision of a hardstanding suitable to take the required 3no bins. Where properties are served by a private drive or courtyard, bin refuge collection areas have been placed adjacent to the adopted highway. These will be in close proximity to each individual dwelling, minimising the travel distance from the rear garden space.

Landscaping

LANDSCAPE TREATMENT

Context

The site sits to the north of the existing settlement of East Sleekburn near Bedlington. There are agricultural fields surrounding the settlement but the proximity of Bedlington, Blyth and Ashington give the area an urban fringe character. The site is directly bordered by mature, mainly coniferous, highway planting to the West and North which screen views into and out of the site. To the East is maturing broad leaved plantation which screens views to and from that direction.

Landscape Design Principles

The landscape design has been developed alongside the architectural design to ensure that is a well-integrated, attractive, sustainable and safe; a place where people can enjoy a high quality environment.

Key landscape objectives in developing the Masterplan.

- Integration into the existing area whilst developing individual identity through high quality design, materials and features.
- Avoidance of any impact on the wildlife species of the protected coastal habitats to the East.
- Minimisation of any disturbance to more local wildlife and nesting birds in the surrounding woodland
- Enhancement of wildlife habitat opportunities as recommended in the Ecologist's report.
- Use of landscape to establish a clear hierarchy of interlinked streets, footpaths and cycle routes which can be negotiated with ease.
- Connect to the local transport network.

Open space

- All the properties would have gardens and front gardens would be left open with a mix of ornamental planting, street trees and grass verges to create an open, leafy environment.
- An area Public Open Space would sit to the south, well overlooked by surrounding dwellings. This would be contoured to give interest and natural play opportunities. The mounds would be seeded in some areas with native wildflowers to give colour and interest as well as wildlife benefits.

-

Landscape features

- The houses facing onto Brock Lane would be fronted by low brick walls, piers and decorative railings.
- The entrance way will be marked with flanking beech hedging and street trees.
- Fencing to rear gardens to be enhanced through the use of brick piers with timber infill.
- A mixed native hedge around the public open space will help retain a semi-rural character and provide wildlife habitat.

Low walls and railings



Beech hedging



Planting strategy

The planting palette for the development would provide colour and interest throughout the year whilst enhancing the environment for people and wildlife. Species choice will also follow Secured by Design principles.

- Mixed Native hedgerow shrubs and trees would be chosen to maximise nectar and fruit for wildlife through as much of the season as possible.
- Tree planting to the streets and front gardens would be used to soften the appearance of the site and integrate it into the landscape. Tree spacing as well as choice of species and forms would be chosen to ensure the site is kept open to natural surveillance.

Ornamental planting within the site will consist of low growing species which provide foliage and flower interest throughout the year and augment the wildlife forage opportunities of the native planting.



Open front gardens



Native wildflower swathes



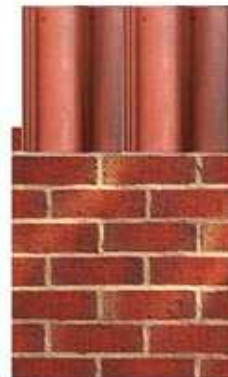
Mixed native hedgerows

Appearance

- Roof – interlocking roof tiles in various finishes and styles.
- Walls – mix of red and yellow multi facing brick.
- Details and Features – Artstone and detail brickwork window/door heads and cills.
- Window/doors – white.
- External Boundary Treatments – a mixture of brick walling, low timber railings, timber fencing, hedgerows and low shrub planting will be used throughout the site, in a variety of heights and combinations, to ensure vibrancy and vitality to the streetscene.
- Hard Landscape Materials – again a variety of paving materials, such as tarmacadam, brick/block paviours, flagstones, will be used to create vitality in the streetscene by creating variation between the main access spine and driveways, and between driveways themselves.



FACING BRICK WEINERBERGER BRIGHTON MULTI.
ROOF TILE - CEMEX 'GRAMPIAN' SLATE GREY.
CILLS AND HEADS - ARTSTONE - BUFF.



FACING BRICK WEINERBERGER BRIGHTON MULTI.
ROOF TILE - CEMEX 'PENNINE' COTTAGE RED.
CILLS AND HEADS - ARTSTONE - BUFF.



FACING BRICK WEINERBERGER WOODLAND MIXTURE.
ROOF TILE - CEMEX 'GRAMPIAN' SLATE GREY.
CILLS AND HEADS - ARTSTONE - BUFF.



FACING BRICK WEINERBERGER LEAMINGTON BUFF.
ROOF TILE - CEMEX 'PENNINE' COTTAGE RED.
CILLS AND HEADS - ARTSTONE - BUFF.



FACING BRICK WEINERBERGER LEAMINGTON BUFF.
ROOF TILE - CEMEX 'GRAMPIAN' SLATE GREY.
CILLS AND HEADS - ARTSTONE - BUFF.

Traffic and Highways

- The site is accessible by a range of transport modes. Access to the site by foot and bicycle is excellent, and public transport opportunities are adjacent to the site.
- The location of the site, and the range of transport options available, is consistent with national and local transport Policy Objectives regarding the promotion of new development in sustainable locations.
- Traffic calming features are to be provided within the development at key points. These will take the form of changes in materials and “slight” level changes within the highway” and will form an integral part of the design.
- Current County Council guidelines are to be used, as a starting point, for the design of Highways, including widths, construction, and parking standards-
 - Principle routes through the site are to be a 4.8m wide with 2m wide footpaths each side,
 - Cul-De-Sacs (minor access) may be 4.8m wide with 2m wide verges, or 6.5m wide with designated ‘street lighting’ zones,
- Generally, the proposals seek to-
 - Reflect an interaction between dwellings, streets, and footpaths,
 - Maximise natural and passive surveillance,
 - Avoid “honey pots” where people will be encouraged to congregate.
 - Clearly identify Public Open Space and the distinction between public zones and private “defensible” amenity space.

1. Public Transport

1.1. The nearest bus stops are situated to the north of the site on Brock Lane. The service 434 runs from Bedlington Station to Linton, passing through East Sleekburn, North Blyth, Stakeford, and Ashington.

1.2. There are numerous regular services from Ashington and Blyth to all parts of the North-East

2. Walking and Cycling

2.1. Walking is the most important mode of travel at the local level and offers the potential to replace short car trips, particularly those less than two kilometres.

2.2. All streets in the vicinity have a maximum speed limit of 30mph with street lighting and footways on each side.

2.3. There are good pedestrian linkages via existing public footpaths, bridleways, public rights of way, and informal footpaths, with good access to local facilities, and those in Bedlington Station.

2.4. Cycling has the potential to substitute for short car trips, particularly those less than five kilometres.

3. Local Amenities

3.1. There are a number of local amenities within convenient walking and cycling distances. Those amenities, correct at the time of preparation of this section of the Design and Access Statement, are listed below with walking distances from the site access. All pedestrian routes are along overlooked standard width adopted footways with street lighting.

- Primary School – Bedlington Station – 0.8 miles, Cambois – 1mile, Morpeth Road and Horton Grange – 1.1 miles.
- Secondary Schools – Bedlington Academy – 0.8 miles, Blyth Academy – 1.4 miles.
- Doctors Surgery – Gables medical Group 0.9 miles
- Dentist Surgery – JP Old – 0.7 miles, My Dentist. Blyth – 1 mile
- Hospital – Blyth Community – 1.7 miles
- Optician – ASDA – 1.2 miles
- Barbers – Ako
- Pub – General Havelock.
- Numerous shops in Bedlington Station – 800 metres.
- Post box, Bedlington Station P.O. – 1800 metres.
- Shopping including Supermarkets with cash machines, Fast Food, DIY etc, 600-800 metres.
- St Johns Church -1000 metres. Bedlington Colliery Methodist – 1500 metres.

4. Sustainability

For locational sustainability please refer to the Planning Statement prepared by Messrs Cundall.

Inclusive design

Overall access into the site and into the dwellings has been designed for inclusion for the end user. All of the dwellings have been designed in accordance with Part M of the Building Regulations and in accordance with guidelines for inclusion laid out within general design publications. Footpaths and parking have been designed in accordance with Local Authority guidelines and through consultation. Generally, the following material planning considerations have been considered:

- The provision of suitable entrances and entrance doors and lobby's that facilitate easy access for people with disabilities and carer's with young children.
- Adequate access routes and circulation space outside and inside the development.
- Provision of appropriate suitable street furniture and specialist floor surface treatments.
- Accessibility to and proximity of good public transport.
- Provision of direct, well-lit, safe, wheelchair accessible pedestrian routes.

Overall, the proposals are designed to provide a development that is both physically and socially inclusive that will enhance the overall sustainability of the scheme.

In addition to the above the developer will comply with the Considerate Constructors scheme and encourage management and pollution, to minimise the impact on the environment.

Security, Crime, and Disorder.

The layout of the site has been designed to minimise the opportunities for crime by:

- Ensuring natural surveillance of POS, access roads and driveways.
- The creation of defensible space by means of enclosure and defensible planting considering Crime prevention through Environmental design.

In addition, the following Material Planning Criteria have been considered when developing the design:

- Detailed design of the proposed buildings
- Detailed layout of buildings in relation to the surrounding area to encourage the provision of defensible space, provide natural surveillance of buildings, spaces and parking areas and minimise unauthorised access onto adjoining land.
- Avoidance of secluded areas, recessed entrances, alleyways, or stairwells, where potential assailants can be screened from view.
- Detailed design of footpaths to avoid creation of narrow alleyways.
- The provision of adequate lighting.
- The positioning and impact of landscaped areas, including design and maintenance.
- The design and appropriateness of boundary treatments and means of enclosure.
- The environmental impact of crime prevention measures.

Sustainability.

In a general context sustainability is the key to the success of any development. The integration of landscape with the provision of a variety of housing types and easy access to external recreational space has the aim of creating a sustainable environment. Through composition, diversity, flexibility in design, and accessibility the conditions necessary to promote a long lasting, inclusive, development will be present.

It is the intention of the developer to ensure a high-quality sustainable development which will incorporate the design and use of natural resources during the construction phases and throughout the lifetime of the development, to provide a positive contribution to the environment.

Good Site Management and Resource Consumption practices will be adopted, to monitor the CO2 arising from energy use, and water consumption, from site activities and operations.

Please refer to a separate Sustainability Statement/ Energy Statement provided by others as part of the Planning submission package.

Conclusion.

In conclusion, the scheme design for the site considers, and accords with, the key issues outlined in current Local and National guidance. The scheme has not changed significantly from that submitted in 2013 and the design principles adopted then are still relevant and reflect current guidance.

The scheme had been designed as a direct response to the constraints and opportunities of the development site, whilst integrating the development into the local context.

It carefully considers the issues of highway safety, provides clear routes, and promotes pedestrian connectivity throughout the site.

It ensures security by providing maximum opportunity for overlooking and natural surveillance.

It demonstrates a high quality sustainable design, accessible to all, which respects the local distinctiveness of the natural, historic and built environment.

The scheme promotes Housing units which allow for future modification, refurbishment, and retrofitting. Internal dividing walls are lightweight partitions, particularly at upper floor level, with upper floor construction spanning between external structural walls. This allows for ease of modification, with partitions being easily removed or adapted. Services within the dwellings are easily accessible.

Building for Life.

The Building for Life criteria have been used in this review, to demonstrate how the scheme performs according to current guidance, has been well designed, and is a positive addition to the locality.

1. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

The development site has a new, designated access point taken from Brock Lane, which provides access to Bedlington Station and Blyth to the south, Ashington to the north, and the coastline to the east. This will provide adequate access for a residential development of under 50 units.

The new access will be constructed to local Highway adoption standards, and the existing public footpath to the frontage of the site will be extended north to link to a footway access from the northern section of the development.

The configuration of development clusters has been designed to ensure legibility and accessibility. Scheme proposals have also ensured the visual amenity and privacy of adjacent land ownership is not adversely affected.

The configuration of the development respects potential land uses to development boundaries.



Criteria Met – Yes

2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The scheme has a designated Public open Space area, to the southern section of the development site.

The site is within easy walking distance of Bedlington Station which offers a range of shops, public and private services, and public transport connections. These facilities are sufficient to support a development of this size and are as near to local facilities as the existing residences.



Criteria Met – Yes

3. Does the scheme have good access to public transport to help reduce car dependency?

It is important to maximise the number of homes with good connections to local services, and there is a serviced bus stop to the north of the development, providing access to the local bus route.

Criteria Met – Yes



4. Does the development have a mix of housing types and tenures that suit local requirements?

The scheme has been designed to include a mix of 2, 3, and 4 bedroom houses will be a mixture of styles and accommodation standards.

Criteria Met – Yes



5. Does the scheme create a place with locally inspired or otherwise distinctive character?

Following initial Planning discussions, the layout had been altered to comply with comments received. Whilst the character of the local area has varied over time and is not clearly defined, the scheme creates a place with locally inspired character, derived from the adjacent modern developments to the south and east.

Criteria Met – Yes



6. Does the scheme take advantage of existing topography, landscape features (including watercourses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate.

The topography and shape of the site has informed the design, dictating a central highway route, with houses facing onto Brock Lane, and the position of the Green space to the south next to existing small-holdings. A key feature has been to allow the existing tree belt along the western boundary to provide a barrier to noise pollution from the A189.

Criteria Met – Yes



7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well.

The scheme has been informed initially by the existing site constraints. Boundaries to the north and west are dense woodland, there are small holdings to the south, and residential units to the east. The position of the southern public open space has been informed by the existing small-holdings and the housing adjoining these spaces has been orientated to ensure they are well overlooked and safe spaces to use.

Housing blocks have been orientated to overlook the highway access, ensuring natural surveillance, and creating a vibrant and active street frontage. The placement of housing blocks fronting Brock Lane, with rear parking, reduces the dominance of the car on the street.

Criteria Met – Yes



8. Is the development designed to make it easy to find your way around?

The scheme has a clearly defined primary vehicular route, entering the site at the south-east and terminating in culs-de-sac to the north and south boundaries. The use of dual fronted corner turning house types on prominent corners provides legibility and an active street frontage.

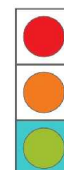
Criteria Met – Yes



9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces.

The site is relatively small and therefore there are no excessive straight runs of highway, promoting slower vehicle speeds. Variation in surface materials, and no through route provides for traffic calming.

Criteria Met – Yes

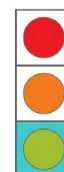


10. Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?

Due consideration has been taken of current Northumberland County Council Residential Parking Standards and the required provision for integral parking has been met. The layout indicates a mix of parking bays/courtyards, frontage driveways, and garaging. All detached garages will meet the minimum 6m x 3m internal space standards, in order to accommodate vehicles and cycle storage.

Parking bays are sized in accordance with the current standards, with additional separate access for pedestrian traffic. Front driveways provide for a minimum depth of 6m, up to garage doors.

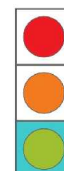
Criteria Met – Yes



11. Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

The informal open space in the southern section is not enclosed and will be fronted onto by housing clusters. Where housing immediately abuts the green space then low guard rails are proposed to define the private frontage. Private rear garden spaces are clearly defined by enclosure. All routes are well overlooked and allow for passive surveillance, providing for clear and safe access to all parts of the development.

Criteria Met – Yes



12. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Bin storage for each property will be placed within each individual private rear garden, with the provision of a hardstanding suitable to take the required 3no bins. Where properties are served by a private drive or courtyard, bin refuge collection areas have been placed adjacent to the adopted highway. These will be in close proximity to each individual dwelling, minimising the travel distance from the rear garden space. Cycle storage will be contained within garages, where provided. Garden sizes meet the current standards required by DCC and therefore provide enough space for future external storage.

Criteria Met – Yes

