





1.1 Introduction

We are pleased to present our design concept proposals to support the outline planning application for a proposed development of 48no. new homes at land to the rear of Snowdon Coaches, Seaside Lane, Easington.

1.2 Application details:

Applicant – Alan Snowdon
Snowdon Coaches, Seaside Lane, Easington, County Durham, SR8 3TW

Architect - Blake Hopkinson Architecture and Design
11 New Quay, North Shields, NE29 6LQ

Site Address: Land to rear of Snowdon Coaches, Seaside Lane, Easington, County Durham, SR8 3TW

CONTENTS

DESIGN AND ACCESS STATEMENT

1.0 INTRODUCTION

- 1.1 Introduction
- 1.2 Application Details

2.0 SITE ANALYSIS

- 2.1 Site summary
- 2.2 Site photographs
- 2.3 Site constraints and opportunities

3.0 THE DESIGN PROPOSAL

- 3.1. Design aspirations and concepts
- 3.2 Use
- 3.3 Amount of development
- 3.4 Layout
- 3.5 Scale and appearance
- 3.6 Landscaping
- 3.7. Access

4.0 BUILDING FOR LIFE STATEMENT



Figure 2.1 - SITE CONTEXT PLAN

2.1 Site Summary and Context

The site is located to the north of Snowdon Coaches, with housing along Seaside Lane, Easington, to the southern boundary. To the east of the site is an approved proposed (not yet built) development of 96 dwellings reference DM/20/00092/FPA. Immediately to the north of the site are allotments, and to the east is currently unoccupied grassland. The development site has an incline from the south-west to north-east of approximately 10 metres and occupies a total of 0.672 hectares.

The existing access point to the site is to be used as the proposed access with the demolition of existing dwelling Longlea adjacent to Thorpe Lea and existing Snowdon Coaches buildings to the rear of Jupiter Health Club. All buildings to be demolished are owned by the applicant. The site is bounded by informal hedges to the north and west boundaries, and a temporary metal fence to the east boundary.

Site area: 6720sq.m/1.66 acres

In terms of proximity, the proposed development site is already within an established residential area with numerous amenities within the vicinity. Distances to local amenities are as follows (all distances from site access point):

Key

- Ⓟ Bus stop >100m to site boundary:
Services to Easington Colliery, Peterlee, Hartlepool
Bus stop ~250m to boundary: Sunderland, Peterlee, Durham
- Ⓛ Local convenience stores: 250m
larger stores at Easington Colliery Town Centre (1.3km)
- Ⓟ Doctor's Surgery + Pharmacy: 1.3km
- Ⓢ Secondary School: 600m
- Ⓟ Primary School: 750m
- Ⓛ Public House: 500m



A - Site access point, Seaside Lane showing Longlea (to be demolished) and existing Jupiter Club to remain



B - Looking north along western site boundary towards allotments



C - Looking south-east towards boundary with Seaside Lane houses and existing tree group



D - Looking north-east towards low point and views to Easington Colliery



E - Existing coachworks building (left) to be demolished and existing Jupiter Club to remain





○ **Site Constraints:**

The site has a number of constraints and the accompanying graphic highlights the key constraints including:

1. Potential retention of existing trees at the southern boundary of the site
2. Flood risk zone as identified by drainage consultant - no building in this area
3. Adjacent proposed estate - potential separation distances must be considered
4. Long range views into the site from higher open land
5. Site slope of approximately 10 metres from south-west corner to low point in the north-east

○ **Site Opportunities:**

1. Usage of existing site access at Seaside Lane as main access point to development
2. Flood risk zone becomes public open space and buffer between the adjacent and proposed developments
3. Potential pedestrian connections with approved development to the east at cul-de-sacs
4. Strong frontage to northern boundary as visible from long range
5. Potential location of SUDs basin in the lowermost corner at north-east.

Figure 2.3 - SITE CONSTRAINTS PLAN (not to scale)

Easington District Plan Saved Policies

Policy 1 - General principles of development

The pre-application advice was broadly supportive of the general principle of development, noting the benefits of close proximity to shops, services, employment and education opportunities with good public transport links. Furthermore, the land was given a 'green' rating for housing development in the SHLAA, with the adjacent development being considered a 'coherent' extension.

Policy 3 - Development limits

The development is located outside the settlement limits of Easington Village as defined in the saved Easington District Plan. However, this policy has limited weight when considering the acceptability of a scheme given that it is not in line with the current NPPF's presumption in favour of sustainable development (Paragraph 11). Pre-application advice confirms that the location of development is considered sustainable and therefore would not be considered invalid with regard to Policy 3.

Policy 14 - Sustainability

The development is not located on or near to a special site of scientific interest or nature reserve and therefore satisfies this saved policy.

Policy 18 - Management of Nature Conservation Interest

In line with this policy, ecological and arboricultural surveys have been commissioned which will recommend relevant actions to minimise adverse effects. Further, the scheme will comply with paragraph 175 of the NPPF by providing an overall biodiversity net gain to the site. The scheme has been developed in such a way to limit impact on existing trees and retain and hedgerows as much as possible, as recommended by the planning authority and the arboricultural report.

Policy 35 - Environmental Design

The development is of a comparable scale to the adjacent development being composed of one to two storey dwellings. Although the design of houses has not yet been finalised, the design will seek to reflect the character and appearance of Easington Village.

Policy 36 - Sustainable travel

The development is located adjacent to an existing bus stop providing connections to nearby towns and cities and walking/cycling is encouraged with clear and segregated pedestrian routes.

County Durham Plan

Policy 15 - Addressing Housing Need

As the site is located within a low value area as outlined in the County Durham Plan, the requirement for affordable housing is 10% of the overall provision. Therefore, the development will provide a minimum of 5 affordable homes out of the total 48no. provision.

Policy 66 - Open space

The County Durham Open Space Needs Assessment requires that 1.5ha of amenity open space is available per every 1000 new inhabitants. The estimated number of new inhabitants is 105 (48*2.2); therefore approximately 0.15ha of amenity open space must be provided. On site provision is 774m² (0.08ha), with a further approx 1.4 hectares located <400m away at Easington Village Green.

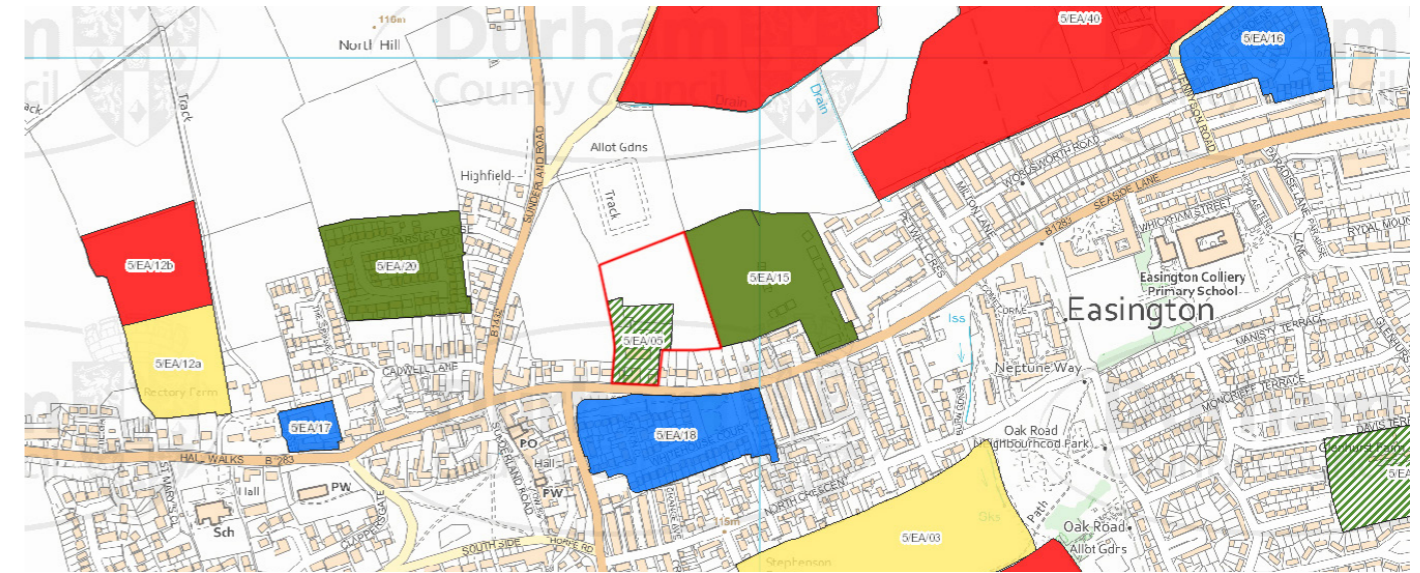


Figure 2.4A - SHLAA map showing adjacent developable site

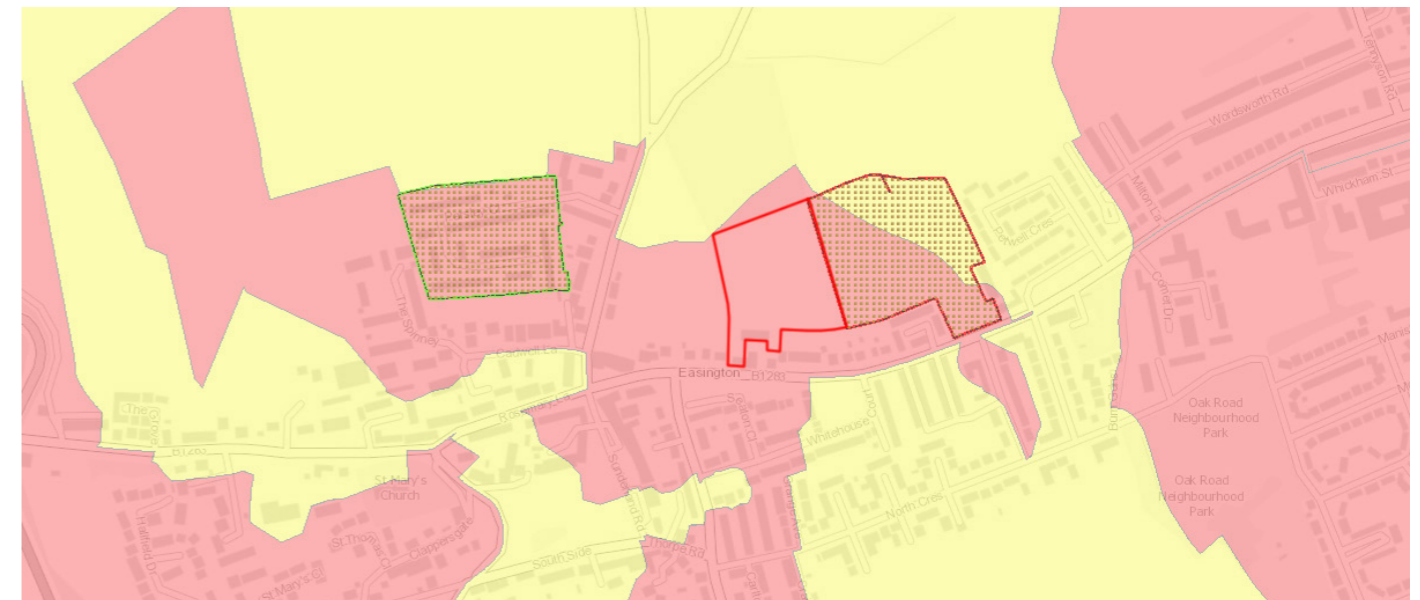


Figure 2.4B - Housing land value assessment showing

Other Considerations

Highways

The Highway Authority consider that a suitably designed junction could be accommodated safely to the access point at Seaside Lane. This has been designed to satisfy the minimum requirements with a 5.5m carriageway, 2.0m footways and a 6m radii junction.

Archaeology

An archaeological survey has been carried out by Durham University, which found a possible-soil filled ditch and potential pits, but no significant archaeological remains.



Figure 3.1 - 3D Site Visual taken from North-East

3.1 Design aspirations and concepts

The proposal seeks to provide a high quality housing development comprising 100% affordable homes which are needed in the area. The proposed development seeks to utilise existing site features and constraints to generate a positive design and layout which relates well to the site and character of the area. The proposals show the following features:

- The site provides a natural extension to Easington Village especially with the approval of the adjacent development. It will include a mix of 2, 3 and 4 bedroom predominantly semi-detached houses with some terraces and bungalows; the design will be developed to blend well with the existing character of the village. In line with Durham County Council's affordable housing policy, at least 10% of the development will be designated affordable as the site is in low value viability area.
- The new development will provide sufficient separation distances from existing dwellings to the south and the adjacent development when built. Where possible, pedestrian connections to the adjacent estate and Seaside Lane will be incorporated into the layout to improve walkability and links to sustainable transport.
- Hedgerows and trees along the site boundary will be retained where possible in order to preserve existing ecological habitats. A sustainable drainage strategy will also be devised in order to have minimum impact on the natural environment.
- The site access point has been designed to provide safe and suitable ingress and egress into the site for vehicles and pedestrians from Seaside Lane with a standard turning head which is deemed suitable for the low amount of development.



3.2 Use:

The proposed use is residential development of 48 properties providing housing (Class C3 Dwelling houses). The development provides a sustainable mix of dwelling types for general family needs and older persons.

3.3 Amount:

The proposal for 48no 2-4 bed dwellings will be set within soft landscaping borders; including the following housetypes, which comply with the Nationally Described Space Standards:

48no. total

- 2B/4P HOUSES: Internal floor area/dwelling: 79.0m2. Total: 17no.
- 3B/5P HOUSES: Internal floor area/dwelling: 94.0m2. Total: 22no.
- 4B/6P HOUSES: Internal floor area/dwelling: 106.0m2. Total: 4no.
- 2B/3P BUNGALOWS: Internal floor area/dwelling: 62.0m2. Total: 5no.

3.4 Layout:

The layout is designed to be easily navigable by both pedestrians and vehicles. The proposed adopted road runs from the south-west corner of the site, at the location of the existing access point facilitated by the demolition of existing house 'Longlea' (owned by the applicant). The main access road follows a large-radius curve to houses 29-48, terminating in a turning head. A second road provides access to properties 4-28, leading to the bottom corner of the site and providing access to the bungalows 21-23 via a shared access driveway.

The layout is arranged to provide ample garden space to each property and maintaining separation distances of at least 20 metres throughout. Parking is distributed to minimise impact on the streetscape with a combination of front and side parking, softened by landscaping (small trees and shrubs) between bays and in front of dwellings. Where possible, hedgerows and trees along the borders of the development are retained and otherwise are replanted elsewhere.

Pedestrian routes through the site link with the main road access as well as the adjacent estate via the proposed location of cul-de-sacs. Furthermore, the no-build flood zone provides a pedestrian link through a public open space overlooked by dwellings 20-23 and 34.

Within the site, the road and pedestrian path arrangement is designed to meet adopted standards and appropriate turning head arrangements are include for large vehicles such as refuse and emergency appliance the opportunity to turn within the site and leave in a forward-facing movement. Associated infrastructure covering car parking, footpaths, service areas and landscaping are provided within the site proposals.

Figure 3.2 - Proposed Site Layout

3.5 Scale and appearance

The proposed scale of the development is in line with the adjacent village comprising only of 1 and 2 storey dwellings. Furthermore, the natural slope of the land means that most of the development is at a lower level than dwellings on Seaside Lane, reducing its visual impact. The approved development to the east is also similar in scale. The detailed design of the dwellings is yet to be finalised however the design will seek to blend with the existing village, using similar materials such as brick, render and slate effect roof tiles.

3.6 Landscaping

The scheme will include low-level planting and small trees to the front of dwellings and between parking bays consisting of native species, with hedges to define the boundaries of private front gardens where appropriate. Other landscaping will include a SUDs wetland feature to the north-east of the site with associated landscaping, and a public open space along the eastern boundary.



Figure 3.5 - Section: Plots 13-20 (indicative only, not to scale)



Figure 3.6 - Section: Plots 3-12 (indicative only, not to scale)



Pedestrian Access:

The site is located on the northern edge of the established village of Easington and is well sited for connections to local amenities. Pedestrian access is primarily from the existing major route Seaside Lane, with additional potential connections to the adjacent approved estate to the east.

Cycling:

The site is approximately 3.5km from Route 1 on the National Cycle Network at Cold Hesleden, with connects with Seaham and Sunderland.

Public Transport:

The following bus services depart from the bus stops adjacent to the site entrance:
 23: Easington Colliery, Peterlee, Hartlepool (E); Dalton Park, Seaham, Sunderland (W)
 208 (GNE): Easington Colliery, Peterlee (E)
 Also services 22 (Arriva) and 55 (GNE) to Sunderland, Durham, Houghton-le-Spring ~250m away at Easington Village Green

Car Parking:

Durham County Council Parking Guidelines requires the following provision for the class uses:

- Minimum 1 space (2 bedrooms) / 2 spaces (3+ bedrooms)
- Minimum of 1 space per 3 dwellings for visitors ●

Parking guidance identifies a need for approximately 16 non-allocated or visitor parking bays (1 per 3 dwellings) in addition to the private provision. The 16 spaces are distributed as evenly as possible throughout the development, with most spaces (14) in the parallel format preferred for visitor bays.

Servicing:

Service vehicles will be able to access the development directly from Seaside Lane with the new adopted road arrangement providing turning arrangements for refuse / large vehicles to exit the development in a forward facing motion.

Each property will have a dedicated space for locating and storing refuse bins to the rear of the property. Refuse and recycling will be collected directly from the new adopted road arrangement from dedicated communal bin stores shared by residents.



Figure 3.7 - Proposed Access Layout