

TANFIELD LEA  
Design and Access Statement



pod

# Contents



December 2021

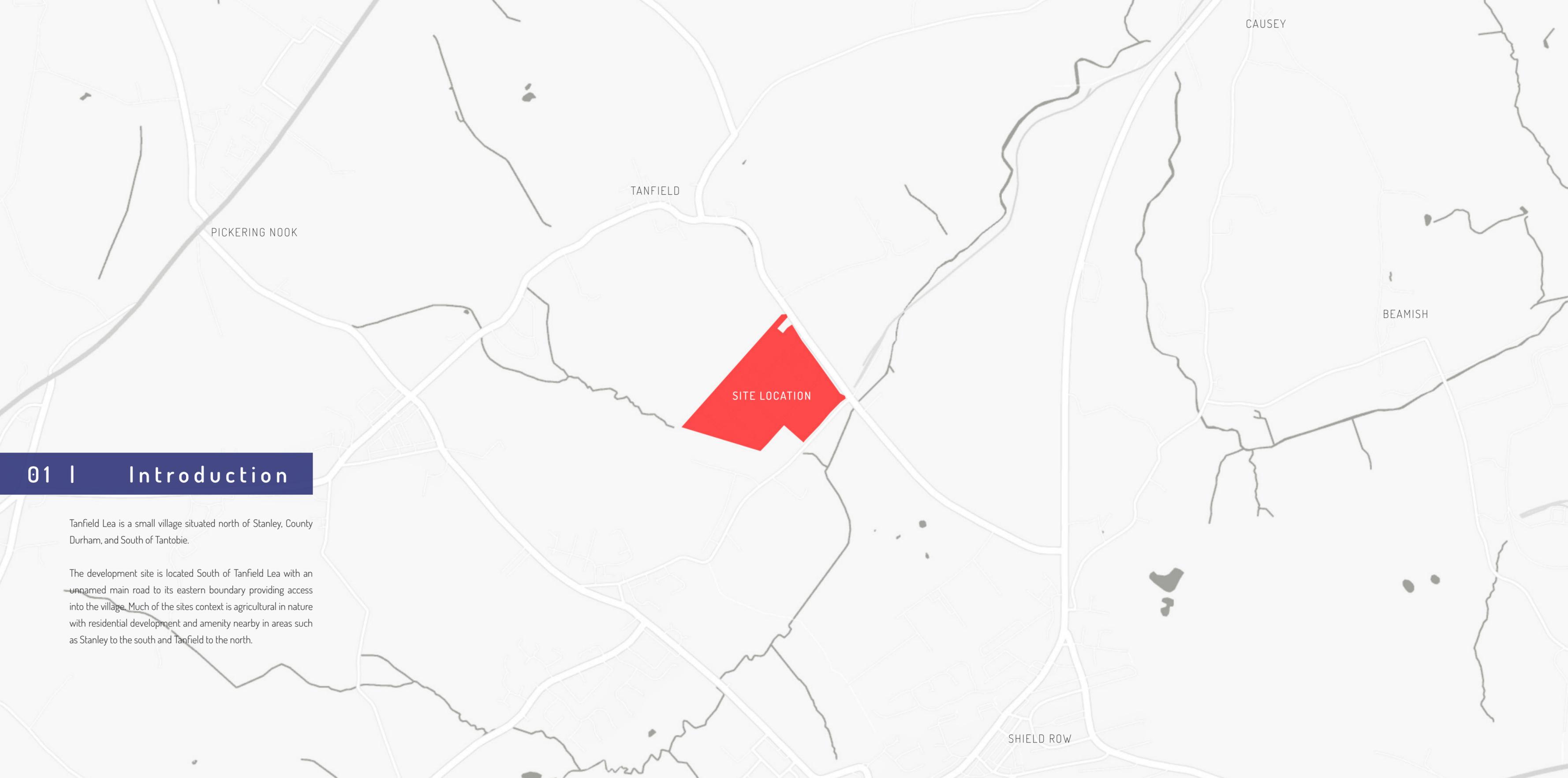
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Pod Newcastle  
Toffee Factory  
Lower Steenberg's Yard  
Newcastle Upon Tyne  
NE1 2DF

Email:  
[info@podnewcastle.co.uk](mailto:info@podnewcastle.co.uk)

phone:  
0191 495 7700

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## 01 | Introduction

Tanfield Lea is a small village situated north of Stanley, County Durham, and South of Tantobie.

The development site is located South of Tanfield Lea with an unnamed main road to its eastern boundary providing access into the village. Much of the sites context is agricultural in nature with residential development and amenity nearby in areas such as Stanley to the south and Tanfield to the north.



01 | Introduction

This Design & Access Statement has been prepared by pod and forms part of a reserved matters application on Land at the former Ever Ready Industrial Estate, Tanfield Lea, Durham. The application is for the development of a high-quality and inherently sustainable neighbourhood of 351 dwellings and Use Class E retail unit.

The DAS responds to the core tenets and conditions of the outline application granted for the development site by DCC in January 2017 (outline application ref: (1/2012/0661/05673) .

This Design and Access Statement provides sufficient detail to enable a clear understanding of the project to enable Durham County Council to determine the application. As such, this DAS sets out and highlights key design principles embodied within the proposals - showing why they are appropriate in terms of use and scale, and how they respond to local context.

**The Need for a Design and Access Statement**

Changes to the planning system effective since 10th August 2006 and subsequently revised in March 2010, require that most planning applications should be accompanied by a Design and Access statement (DAS). Guidance sets out that any DAS should 'explain the design thinking behind a planning application' highlighting the various design principles and concepts that have informed proposals, outlining also how access has been dealt with and incorporated into proposals. This DAS has been prepared in accordance with the requirements of the DMPO and CLG guidance on information requests and validation (March 2010). The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. At the heart of the NPPF is a presumption in favour of sustainable development. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in peoples quality of life, including (but not limited to):

- Making it easier for jobs to be created in cities, towns and villages;

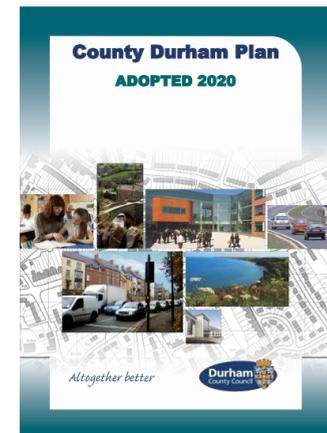
- Moving from a net loss of biodiversity to achieving net gains for nature replacing poor design with better design improving the conditions in which people live, work, travel and take leisure widening the choice of high quality homes. Urban design is the art of making places for people. It concerns the connections between, movement and urban form, the natural and the built fabric, and processes for ensuring successful new development. Good design can help to achieve memorable places with their own distinct character that contain streets and public areas that are safe, accessible, pleasant to use and human in scale. Successful design is dependant upon achieving an appropriate relationship between development objectives, development form and a positive response to local conditions. The existing structure, grain, appearance, density, scale and landscape context of an area reflects its history, function and connections with adjoining areas. Often, existing built form and details can help contribute to the distinct quality of a place. The design team firmly believe that these factors can be successfully interpreted in new development responses without inhibiting the use of new materials, technology, or the needs of future occupants. Development at Tanfield will have a tangible character that responds to the sites immediate context and local distinctiveness. This will be achieved through:

- The creation of distinctive character zones, identified in this Design & Access Statement.
- The use of a variety of building typologies, incorporating a range of dwelling options etc. Arranged into interesting and attractive groups. Dwellings will be designed with a range of dwelling characters that are contextual with the surrounding locality, allowing individual dwellings to 'mesh' with existing built form.
- A creative route hierarchy through the scheme, that offers new connections with existing pedestrian links. The location and treatment of various areas of open space and the schemes ability to integrate with existing features of landscape value.

In line with good practice contained within various recent Government publications, this Design and Access Statement is arranged into key sections as set out below. Each section is designed so as to touch upon or specifically address several key criteria outlined in the CABE document 'Design Statements - How to Write, Read and Use Them'.

- 01 | Introduction
- 02 | Site Analysis
- 03 | Policy Review
- 04 | Translating Design Requirements
- 05 | Design Proposals
- 06 | Access Statement
- 07 | Scale and Massing
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Although the main body of this statement is arranged, for ease of use, into the above mentioned sections, many topics and issues are highly interrelated and as a result are sometimes referred to in other sections of the document.



02

| Site Analysis



## 02 | Existing Site

Consistent with its previous use, the site was occupied by several large commercial and industrial buildings since it was developed in the 1970s. More recently, the majority of the site was cleared around 2015 and is currently characterised by extensive areas of concrete and tarmac hardstanding.

The only remaining building on site is occupied by Forric Construction along the northwest boundary. Ensuring the future protection and access to the Forric Construction building, alongside the residential re-development of the site, is secured by condition 15 of the outline planning permission.

Occupying approximately 15 hectares, the land at Tanfield Lea is a flat, ex-industrial brown field site located to the northern boundary of County Durham, less than a mile south of the historic village of Tanfield.

The site is bounded by an unnamed main road to the east which serves as the main access road for the Tanfield Industrial Estate that sits to the south of the site, while farming land occupies most of the area to the north and east of the proposed site boundary.



## 02 | Site Photos

Generally, the site is flat – previous measures to create the industrial park on site ensured this, in order to effectively lay the concrete foundations and tarmac. There is an embankment that surrounds the site which acts as a landscape buffer between the development site and South Leigh, whilst vegetation surrounds the remaining boundaries.

On a broader scale, the site sits at the bottom of the Causey Burn Valley, which has steep hills on all sides. Tanfield, Tantobie and Stanley sit in the surrounding hilltops, and overlook the site. The aforementioned vegetation that surrounds the site acts as a visual barrier as well as a sound barrier, as the site is hidden from these towns and villages.

The design team acknowledge the ecological and environmental value of mature vegetation over new planting, and it is a key driver of design to work with the existing mature trees on site.



Existing site photo montage



View over Causey Burn Valley

## 02 | Site History

The site Tanfield Lea has a rich, albeit relatively unknown history. A key location during the expansion of the industrial revolution in the UK, residences arose in the area following the opening of Tanfield Collieries in the 17th century and the Wagonway that was created to facilitate the transportation of coal.

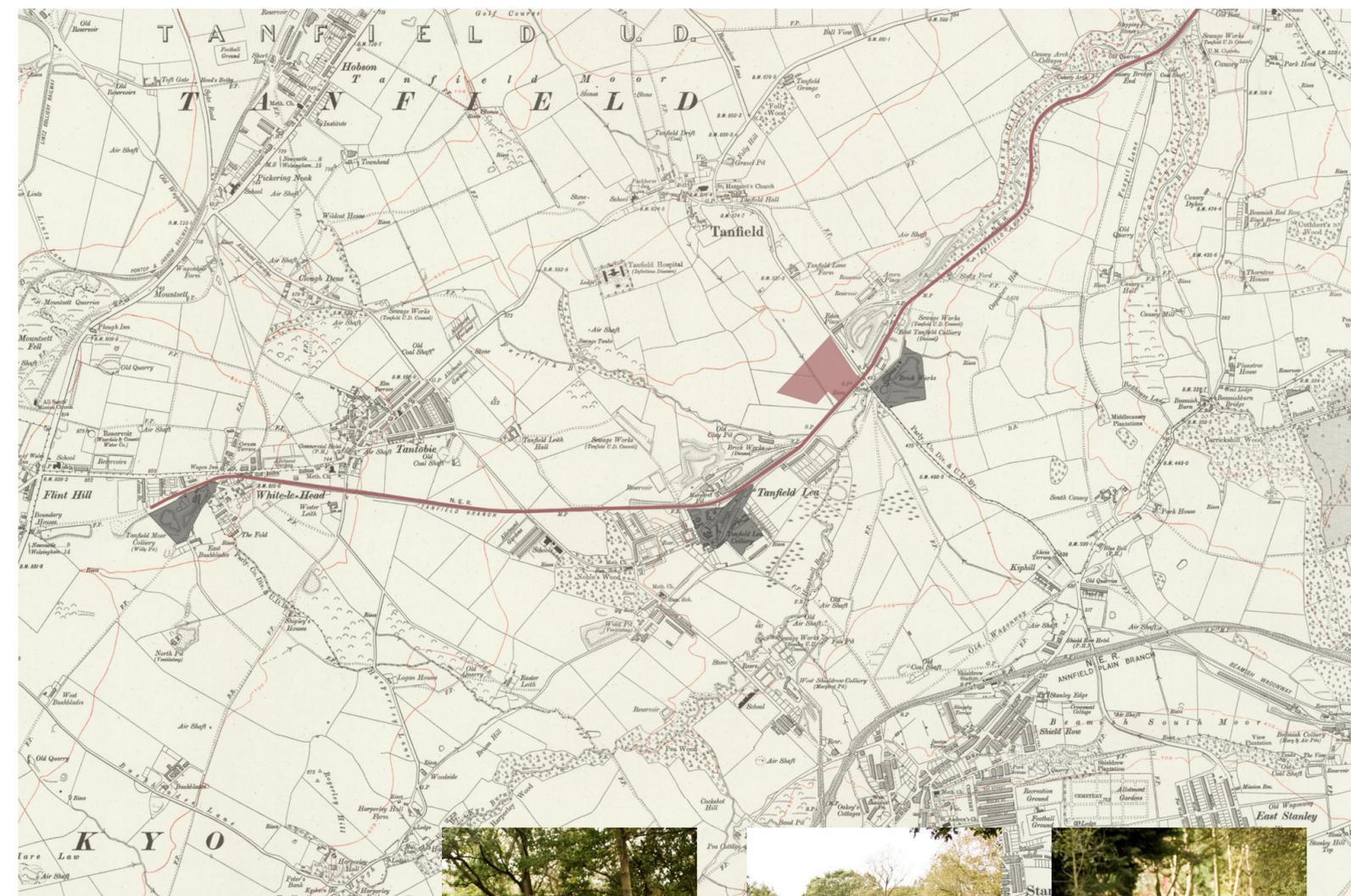
The earliest colliery was created in 1693 at eastern Tanfield which then distributed coal around the UK.

32 years later in 1725, three collieries existed in the area, at eastern Tanfield, Tanfield Lea and Tanfield Moor. The owners of these coal mines came together to create Tanfield wagonway. This dramatically increased reliability and affordability of coal in the UK and helped Tyneside coal become the most populous in the UK.

In 1881, following the invention of the steam-powered locomotive and the creation, and subsequent success, of the Stockton-Darlington railway, the wagonway was converted from timber to iron rails and wagons.

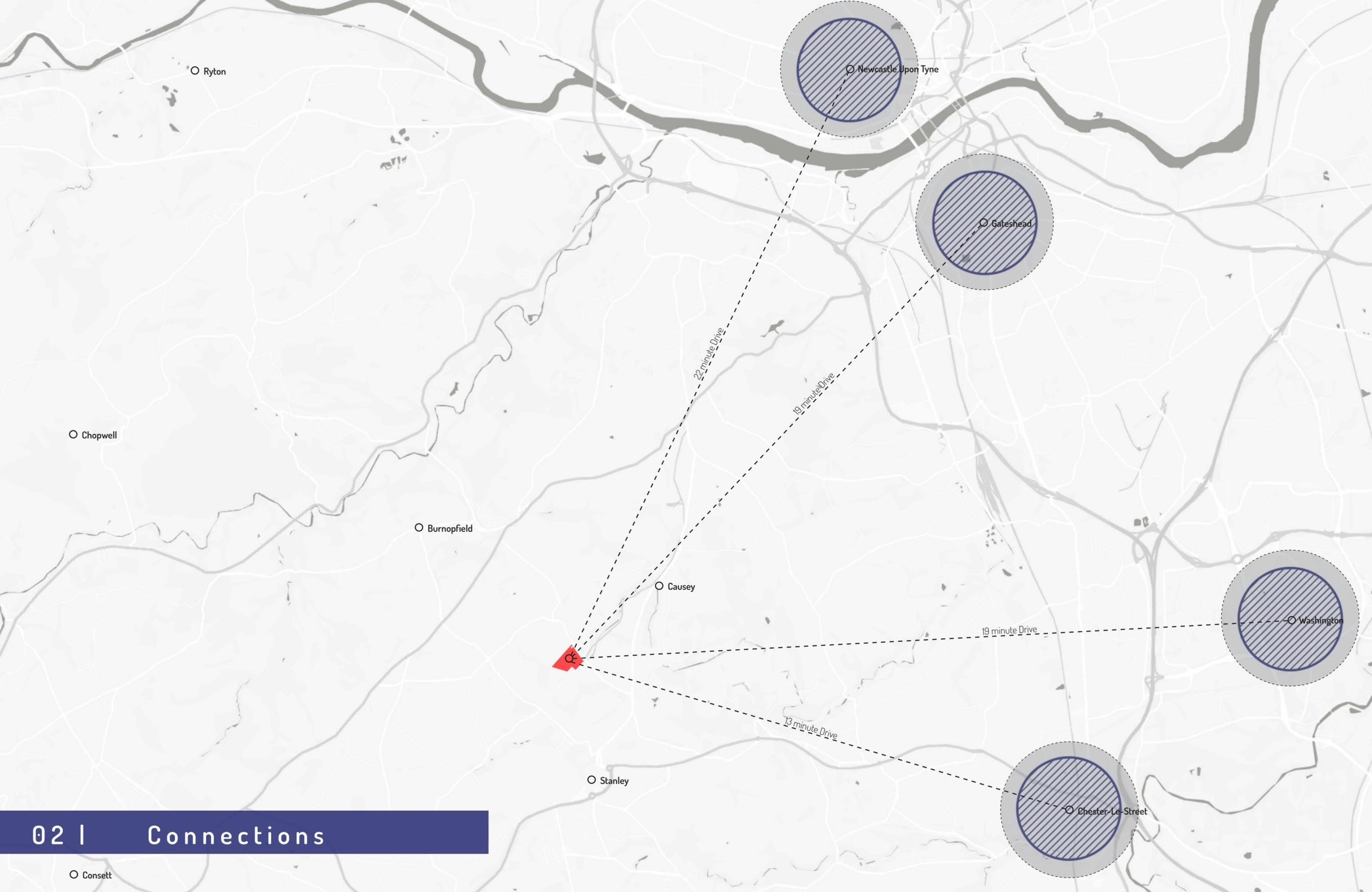
Shown in the historic mapping to the right is Tanfield Lea in the early 19th century. The grey areas demonstrate the three active collieries at the time, the railway route and the approximate location of the Tanfield site. Through the years, Tanfield's importance and fame dwindled. In 1962 the Tanfield line was closed, and the coal mines were shut soon after. Today the railway has been reinstated as a leisure pursuit, undergoing renovation building up to the 300 anniversary of its construction - when it will become the first ever railway to reach such a milestone.

TANFIELD  
BEWARE  
TRAIN  
TRAINS MAY RUN  
LOOK BOTH WA  
CROSSING



Map of Tanfield circa 1925, showing collieries (grey), railway line (dark red) and site location (red).





The diagram to the left demonstrates the sites proximity to some of the larger towns with approximate travel distances, as well as some of the smaller villages and neighbourhoods nearby within its surrounding context.

The site at Tanfield Lea is located south of Newcastle, southwest of Gateshead and with an approximate 20-minute drive you can reach Washington.

The area is a popular commuter area for larger cities in the northeast, such as Newcastle, Sunderland, Durham, and further afield to Middlesbrough. There is good access to national and international rail and road networks, as well as international airports at both Teesside and Newcastle.

## 02 | Connections

## 02 | Amenities

The site benefits from being a walking distance or a short drive from the villages of Tantobie, Tanfield Lea and Shield Row which provide close access to all essential amenities. These services are predominantly located along the A693 including Clifford Road Retail Park, connecting Stanley to Annfield Plain and Pelton. A wider array of facilities can be found to the East of the site in Chester-Le-Street which is approximately 6.3 miles (13 minutes' drive) away.

### Local Community Facilities

Located in Tanfield Lea, Tantobie, Burnopfield and Stanley there are currently 7 community Centres including youth centres and a community sports centre as well as 7 places of Worship with the nearest to site Tanfield Lea Methodist Church 0.9 miles away. There are also 2 Libraries, both located in Stanley (Stanley Library and South Moor Library) to the South of the site 2.2 miles away.

### Local Health Services

There are 6 healthcare services such as Doctors and Dentists located within Stanley and 1 in Burnopfield, with the nearest Hospital located in Chester-Le-Street (Chester-Le-Street Hospital) 7.6 miles away (15 minutes' drive) from the site.

### Local Education Provision

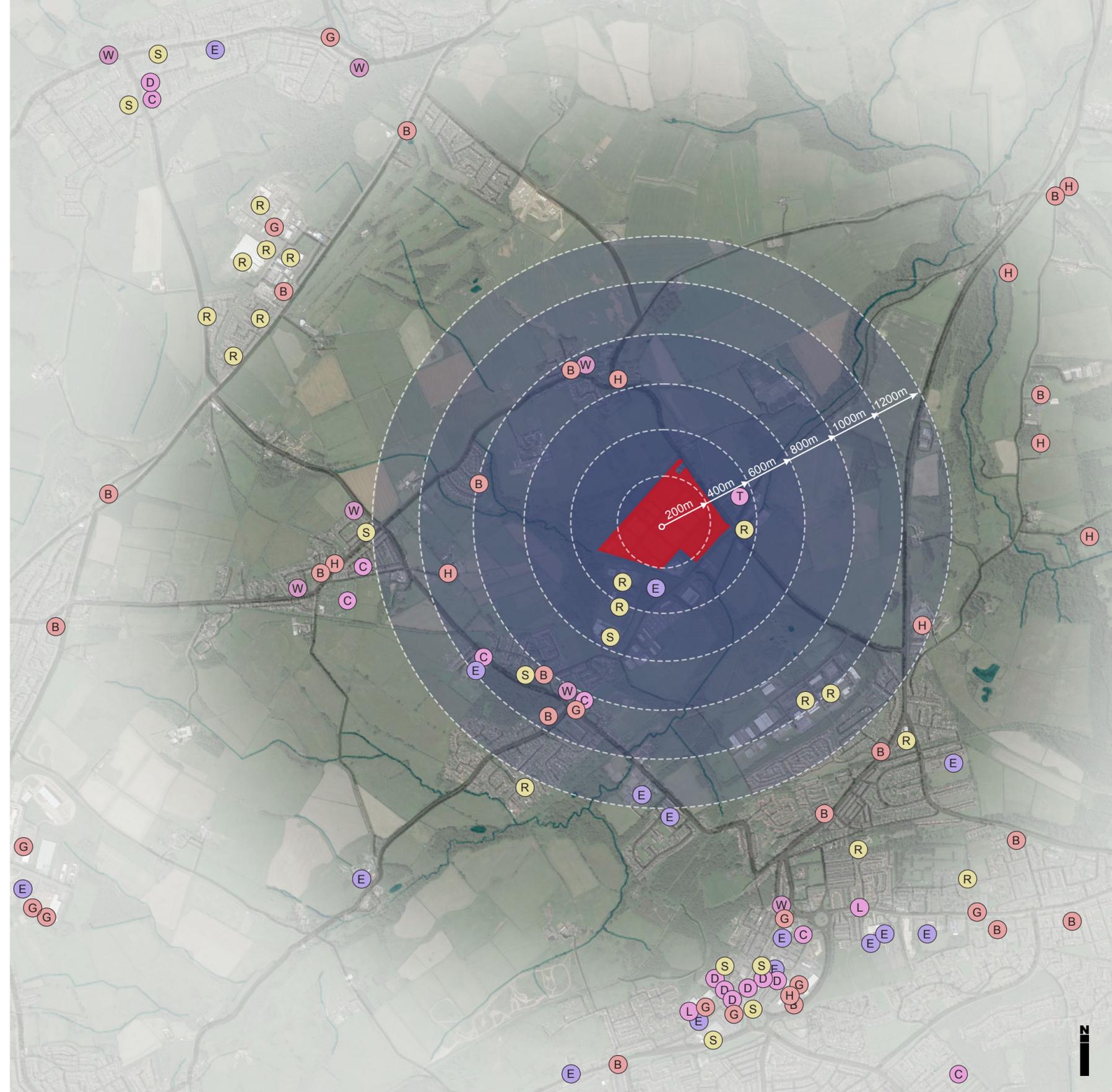
Tanfield has a wealth of nearby education facilities including Tanfield School, Burnopfield primary and North Durham Academy located within Stanley. Further Education facilities are located in Newcastle such as Newcastle University and Newcastle college (9.7 miles away) approximate 23 minutes' drive away as well as the University of Sunderland 17.5 miles (32 minutes' drive) away.

### Retail And Amenity Provision

The nearby Clifford Road Retail Park provides access to a variety of local stores such as a pharmacy, Church, police station and Asda superstore. This is also supported by additional Retail areas within Annfield Plain consisting of garages, a number of cafes and restaurants.

### Key:

- E Education
  - C Community centre
  - T Train Station
  - D Doctor/Dentist/Hospital
  - L Library
  - W Place of Worship
  - H Hotel/B&B
  - B Bar/Pub/Cafe/Resturant
  - G Gym/Health Club
  - S Supermarket/Local store
  - R Retail/Other
- 200m - Approximately 5min walking distance
- 



## 02 | Site Context

The Tanfield site is surrounded by small towns and villages, however, remains relatively disconnected from them. The natural topography of the area contributes to this, given that the site sits in a valley, whilst the existing industrial use of the site and immediate industrial context have also contributed to this. It is a key driver of design that the scheme will look to improve upon the site's connectivity to the surrounding area and will look to this surrounding context for inspiration for the design.

Immediately, the context contains a handful of retrofitted and refurbished farm buildings that are in use as residential properties.

The settlement of Stanley sits to the southeast and contains many of the amenities and transport links that will serve the inhabitants of the future development. The A693 is further to the south and provides good access to the wider national road network.

To the east sits Beamish and Causey, small urban developments which contain many indoor and outdoor leisure pursuits. The majority of the land in this direction is open, agricultural land, and this identity spreads to the north of the site as well.

The small historic town of Tanfield sits to the northwest, which contains a number of small independent cafés and retail spots, along with the old church, which leads to Tantobie, an historic mining settlement, and the A692.



## 02 | Existing Townscapes



Tanfield



Tantobie



Stanley



Causey

In order to design a well informed and context sensitive development the following surrounding neighbourhoods have been analysed which demonstrate the use of a mix of housing typologies, materiality and architectural features.

Tanfield Village - Known as the oldest settlement in the area, homes are characterized by large, attractive fenestration and stone or brick facades. This palette of materials is characterized by cream coloured window and door surrounds. In terms of scale most homes consist of 4 bedrooms with adjoined or detached garages.

Tantobie - Tantobie is a former colliery settlement, similar to many towns and villages in the area. Tantobie is characterized by its mixture of stone and brickwork terraces, with a variety of massing. Many properties open directly onto the street, and communal space is preferred to private gardens. Window and door surrounds often contain a reddish hue and feature detailing is rare in the area.

Stanley - Stanley is the most recent settlement in the area which has developed rapidly in recent decades. Houses predominantly have bare facades with features at a minimum. Although, dormers and gabled facades are occasionally seen as well as rendered facades.

Causey - Causey is home to the Causey Arch, constructed in the early 18th century. The housing in the area consists of large feature homes either as recently regenerated homes or derelict farm buildings. Material finishes on show is predominantly stone.



# 02 | Constraints and Opportunities

## Site Constraints Identified:

The Tanfield site brings with it a series of constraints and challenges that must be considered within any proposed development:

1. There are two easements relevant to the site that must be taken into consideration. The first one dissects the site from southeast to northwest which is a culverted watercourse. The second runs from the northeast to the south east and then borders the south western edge of the site. This easement is a sewer.

2. The site is bordered by large amounts of existing vegetation that proposals will look to retain.

3. There is an existing building used by Forric Construction that will need to be considered and integrated as part of any future residential development.

4. The main, unnamed road that follows the eastern boundary is the only area providing vehicular noise to the site.

## Opportunities Identified:

1. The scheme integrates public open space into the scheme at a key location, and employs a large SUDS and landscape feature where both easements intersect on site.

2. The properties that line the site boundary will be more spaced out, implementing more feature, detached housetypes - this will allow for retention of the existing boundary trees and planting.

3. Further to the housing on site, the Forric Construction building has been retained, with a provision for parking and an HGV turning circle as per condition 15 of the decision notice

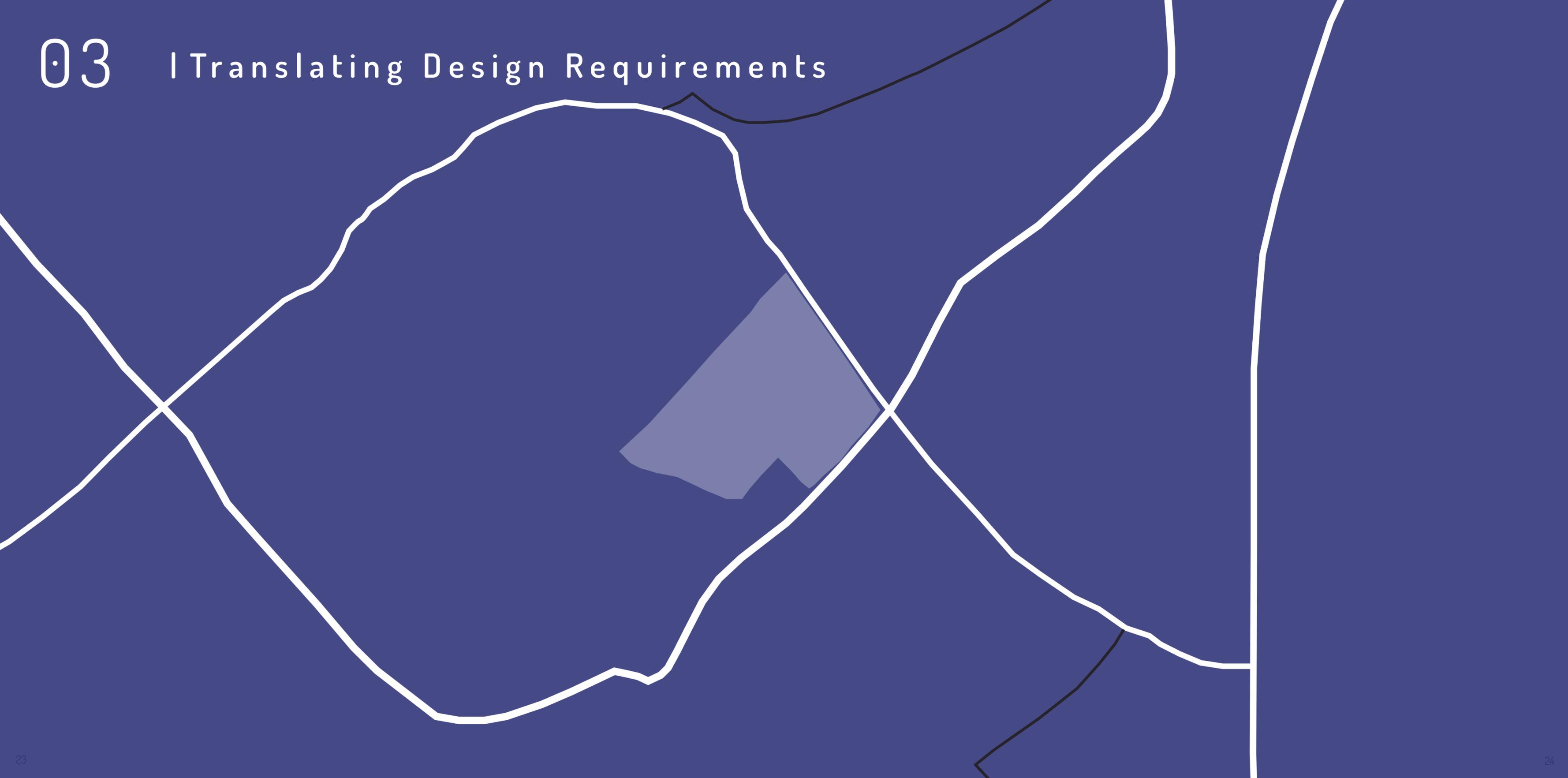
4. Boundary landscaping and planting will act as a buffer from vehicular noise passing by to residential units to the eastern boundary.



Site Photos

03

# | Translating Design Requirements



# 03 | Translating Design Requirements

## Translating Design requirements at Tanfield Lea

As highlighted throughout the Design And Access Statement, and reserved matters application package, development proposals at Tanfield should aim to realise the creation of a contextual yet distinctive residential environment that will significantly enhance the profile of the local area by providing a new community which attempts to mesh with the landscape and to the surrounding area. Dwellings are to be located within a development site, capitalising upon the described existing site opportunities.

The Design and Client team fully acknowledge that the success of any proposed scheme can be achieved through an appreciation and ultimate delivery of the following key elements:

**Mix and Density:** The 15.06 ha gross development platform includes proposals for approximately 351 dwellings and 1454 sqm of Class E retail space on entrance to the scheme. The 351 dwellings are arranged at a gross density of dwellings at an overall gross density of 23.3 dph.

**Context and Character:** The Design team recognise that the style and architectural language of the proposed dwellings will be a key factor in determining the success of the Tanfield development development. A number of differing housetype styles and differing character areas are provided throughout the site and have been presented to provide an indication of character areas and dwelling styles favoured by the design team. Context and character is described in more detail within the appearance and character section of the DAS.

**Sustainability:** All dwellings within the development will incorporate sustainable principles in line with current design legislation. It is the aim of the housetype design to progress a fabric first approach to housetype design, with units incorporating high levels of thermal insulation providing an inherently sustainable building envelope.

**Landscape Context:** Proposals should be carefully designed to integrate with the many existing landscape features found to the perimeter of the site. Development should also propose an imaginative public realm design with careful attention paid to the detailing of plot boundary design, roadway detailing, planting within public and private spaces, surface materials, street widths and relationships between dwellings and their surroundings. The project team acknowledge that it will be essential to provide a 'landscape dominant' character with generous areas of verge planting and multiple areas of open space. As described in earlier sections of the DAS, Hedgerows and existing woodland areas to the boundaries of the site are to be mainly retained as a defining feature as the design seeks to increase biodiversity and strengthen links across the site through the creation of new ponds, tree and shrub planting, providing year round interest and colour for the development.

**Layout and Connectivity:** From a central 'primary route a legible and hierarchical network of roads should provide access to a series of coherent and interconnected housing clusters. Generally, and picking up on advice contained within 'Manual for Streets', the layout, grain and structure of the development should give priority to the public realm and to the pedestrian environment. The client team acknowledge that the use of first principle .homezones, and other ways of creating flexible roadscapes will be welcomed. The integration of existing and proposed linkages will be important in the success of the Tanfield lea development.

**Car Parking:** Parking provision should follow local authority guidelines which provides detailed information on parking levels for all dwelling sizes. The design of the public realm should give preference to the quality of the streetscape and car parking should be integrated in a variety of ways. The design team have extensive knowledge of working with DCC highways department.

## Guidance Publications

The project team recognise that current national and regional planning policy have approved a range of key standards and benchmarks that must be met in the design and delivery of all residential projects.

The clients and their consultant team are familiar with all of these publications and use them in the delivery of their day to day business and workload. They have been consistently referred to in the collation of the DAS and the Outline planning application package. Key documents are described opposite:

By Design . Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000)

By Design . Better Places to Live : A Guide to PPG3 (DETR/CABE 2000)

Manual For Streets; Communities and Local Government/DoT/Welsh Assembly Government, 2007

BFL12: The sign of a good place to live; CABE 2012

Building For a Healthy Life (2020)

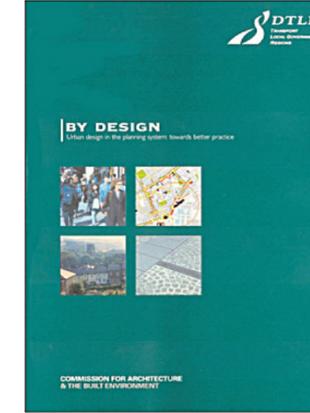
The Urban Design Compendium;Llewelyn-Davies, English Partnerships, Housing Corporation, 2000

Design and Access Statements : How to Write, Read and Use Them(CABE 2006)

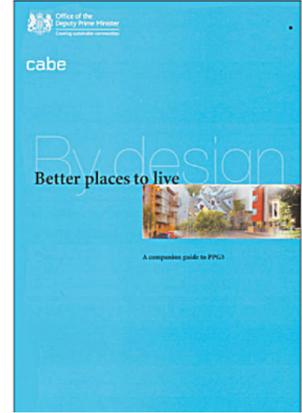
National Planning Policy Framework (Feb) 2019

National Design Guide (October 2019)

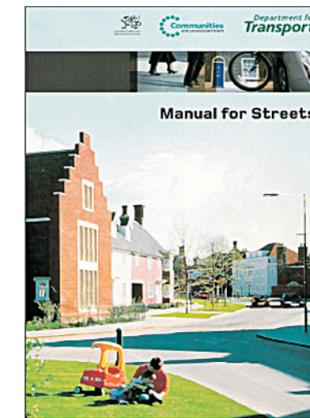
Neighbourhood Planning: Achieving Well-Designed Places through Neighbourhood planning



By Design



Better Places to Live



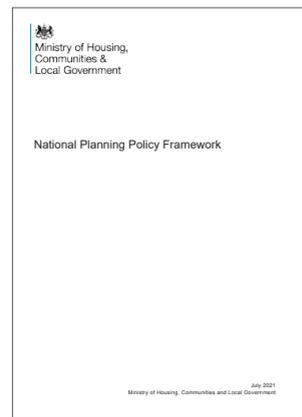
Manual for Streets



Building for Healthy Life

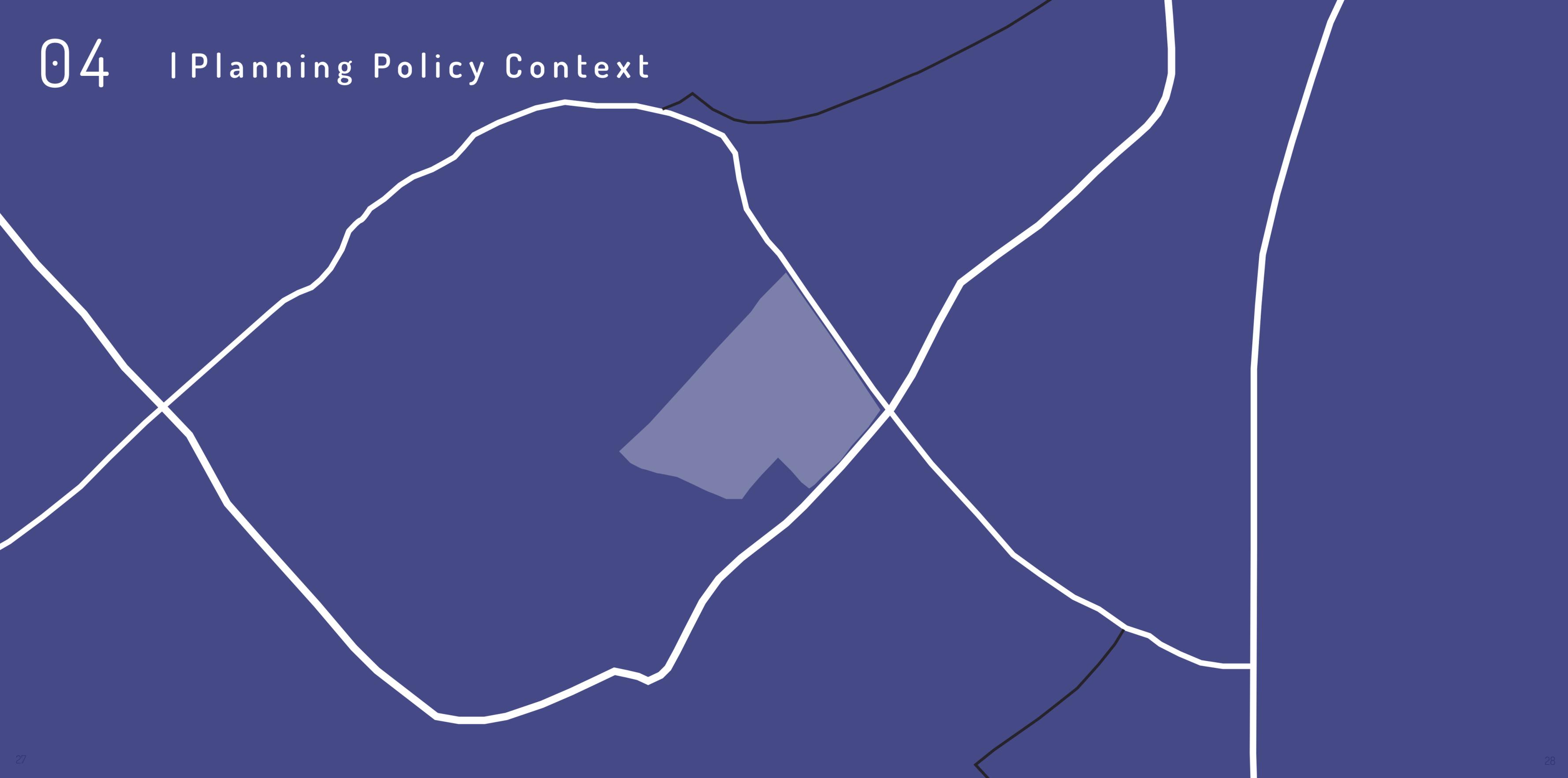


Urban Design Compendium 2



National Planning Policy Framework

# 04 | Planning Policy Context



## 04 | Planning Policy Context

### NPPF

The National Policy Planning Framework (revised July 2021) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate, and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own local and distinctive plans, which reflect the needs and priorities of their communities.

The NPPF identifies in chapter 5 the need for delivering a sufficient supply of homes. Paragraph 60 states:

**“To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”**

The guidance from the NPPF on promoting healthy and safe communities is clear, with the aim to

**“promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages” (NPPF, paragraph 92)**

In chapter 9, the NPPF identifies policies to promote sustainable transport, emphasising the importance of considering transport infrastructure at the earliest stages of development proposals. Paragraph 105 refers specifically to managing patterns of maximising sustainable transport solutions, highlighting that:

**Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.**

The NPPF also gives guidance on the assessment of development applications in paragraphs 110 and 112, to ensure that sustainable transport is suitable considered. Chapter 12 focusses on policies relating to achieving well-designed places and recognises the importance of good, well considered design. Paragraph 126 states:

**“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”**

### County Durham Local Plan

The NPPF requires all councils to produce a local plan and keep it up to date. The County Durham Local Plan was adopted in 2020 with the purpose of guiding future development to improve lives of existing and future residents.

### Policy 21

Policy 21 describes policies relating to delivering sustainable transport. The policy clearly sets out the expectations of development to deliver, accommodate and facilitate investment in safe sustainable modes of transport in the following order of priority: those with mobility issues or disabilities; walking; cycling; bus and rail transport; and car sharing and alternative fuel vehicles.

It also makes reference to County Durham's Strategic Cycling and Walking Delivery Plan to emphasise the importance of a safe strategic cycling and walking network.

### Policy 29

Policy 29 focuses on Sustainable Design to ensure that development is well-designed, responds to the local context and incorporates appropriate energy standards. The policy discusses in part (a) that a development should:

**“contribute positively to an area's character, identity, heritage significance, townscape and landscape features, helping to create and reinforce locally distinctive and sustainable communities”.**

The Policy also discusses associated landscaping favouring creative proposals that respect and respond to the surrounding landscape and create opportunities for wildlife.

Part (m) of Policy 29 states:

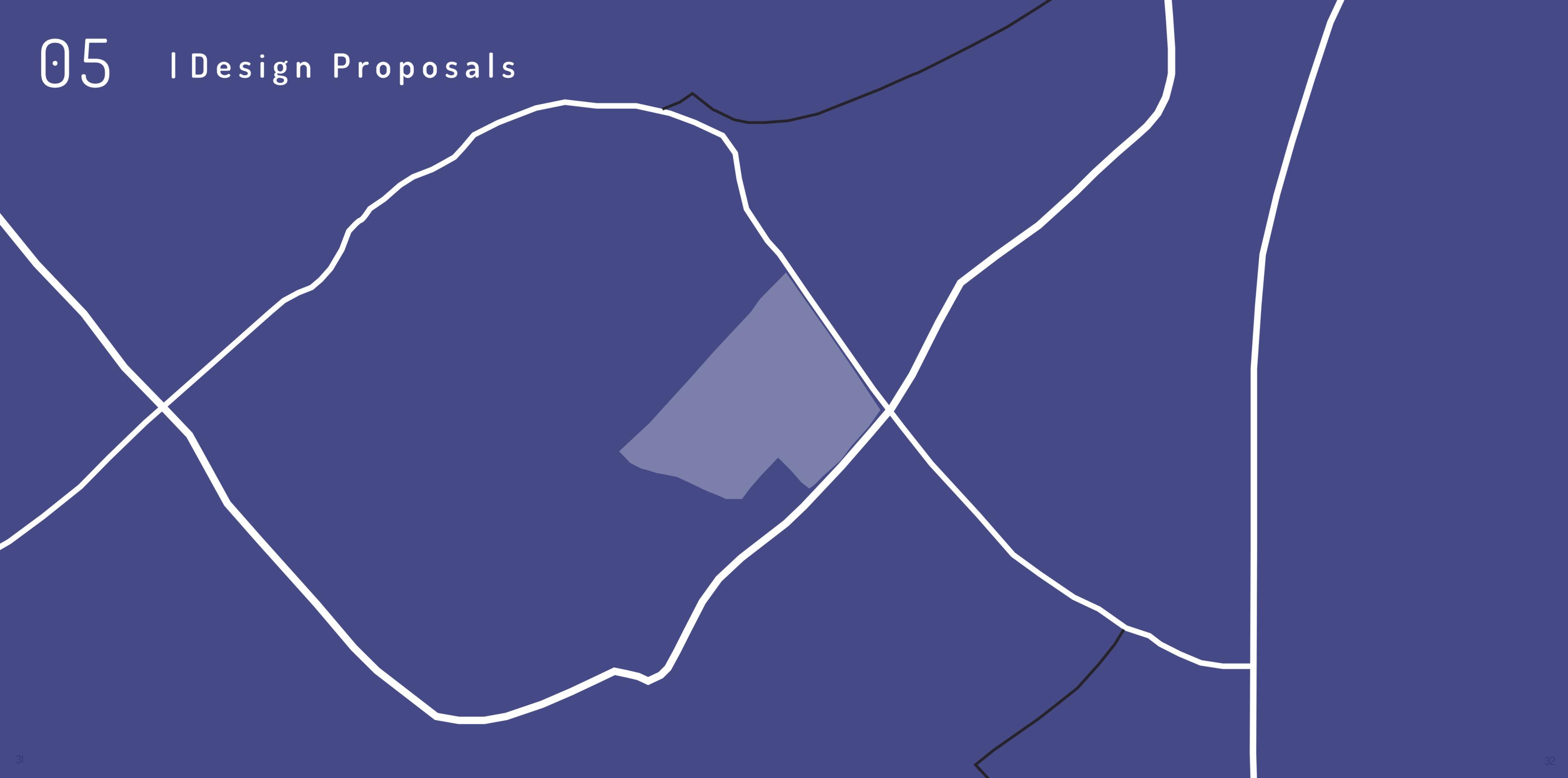
**“Major development proposals and those which affect, or add to, the public realm should create a well-defined, easily navigable and accessible network of streets and spaces which respond appropriately to local context”**

This includes ensuring a functional, well-managed, safe and durable public realm, convenient access for all users, good cycle and pedestrian networks, and well-designed amenity open space.

Parts (n), (o) and (p) of Policy 29 go on to discuss the requirements of all new residential developments to meet Nationally Described Space Standards as well as targets set for CO2 emissions and density requirements.

05

# I Design Proposals



## 05 | Design Proposals

### Design Concept – A congruent, connected new community.

It is proposed to have two vehicular access points to serve the Tanfield Lea scheme. These interlinked access points are taken from the southern and eastern boundaries respectively and form the key primary arterial routes through the proposed scheme. To the southern boundary of the site, a new priority junction will be positioned approximately 185m at the junction of South Leigh (New front street). This primary access point is designed to provide an attractive and sinuous 7.3 m internal 'boulevard'. For much of its length, this will be a wide street framed by proposed development. The specification of road width allows for both residential and commercial vehicle flows, serving the existing commercial unit located to the northern boundary.

The curvature of the primary route is designed to lead the inhabitant through development, whilst also helping to naturally slow traffic speed. This route will also accommodate a footway either side with private garden areas providing street trees and supplementary planting arranged into attractive boulevard forms along its entire length. It is absolutely imperative that the primary access into the development conveys a 'landscape dominant' character which is a driving principle of design. This has been achieved by locating a key area of open space on entry to the southern boundary of the scheme, with development serving to overlook this area and 'frame each side of the SUDS area.

As the site analysis and townscape sections of the DAS illustrate, it is crucial that the scheme provides a clear sense of identity, character and a uniqueness of place

which is critical in the creation of a new and sustainable settlement at Tanfield Lea – fulfilling to all who live there.

As stated, within the Site Analysis section of the DAS, it is a fundamental driver of design that the development should provide an attractive and well considered frontage to the southern boundary of the development, with aspect over the SUDS area. From the outset of the scheme the southern section of the site has always been viewed as the 'public face' of scheme proposals. Additional detail is provided within the spatial syntax section of this development area.

The curved primary route becomes the key artery and orientation point for the entire development with all secondary and tertiary routes derived from this primary link.

A key consideration of the Tanfield Lea scheme is the successful integration of the existing commercial unit (Forric Construction) positioned centrally to the northern boundary. This has been achieved by providing the units own designated access in close proximity from the Primary route, allowing all potential non-residential traffic to have easy access, whilst also not adversely affecting the overall character and feel of the Tanfield Lea scheme. The arrangement of dwellings in this location also ensures the privacy and amenity enjoyed by the buildings are preserved and protected.

As described within various sections of the DAS, the treatment of all development edges is critical to the success of the scheme. If the southern edge of development proposals are described as the 'public face' of scheme proposals, all other development

boundaries present an inward character and provide enclosure in many cases behind existing perimeter vegetation. Each development edge is worthy of individual description.

#### Eastern development edge

The eastern development edge has Tanfield Garden Lodge located beyond the development boundary to the north-east corner of the site. It is important that the location of dwellings in this location have ensured that the amenity enjoyed by this property is preserved. Further south, the retained existing access position to the proposed primary route is framed by existing landscaping. It is important to retain this landscaping as part of scheme proposals and to preserve the 'landscape dominant' character of the scheme. This is further reinforced by the retention of mature tree planting to the remainder of the development edge. This helps screening and enclosure the majority of the eastern boundary.

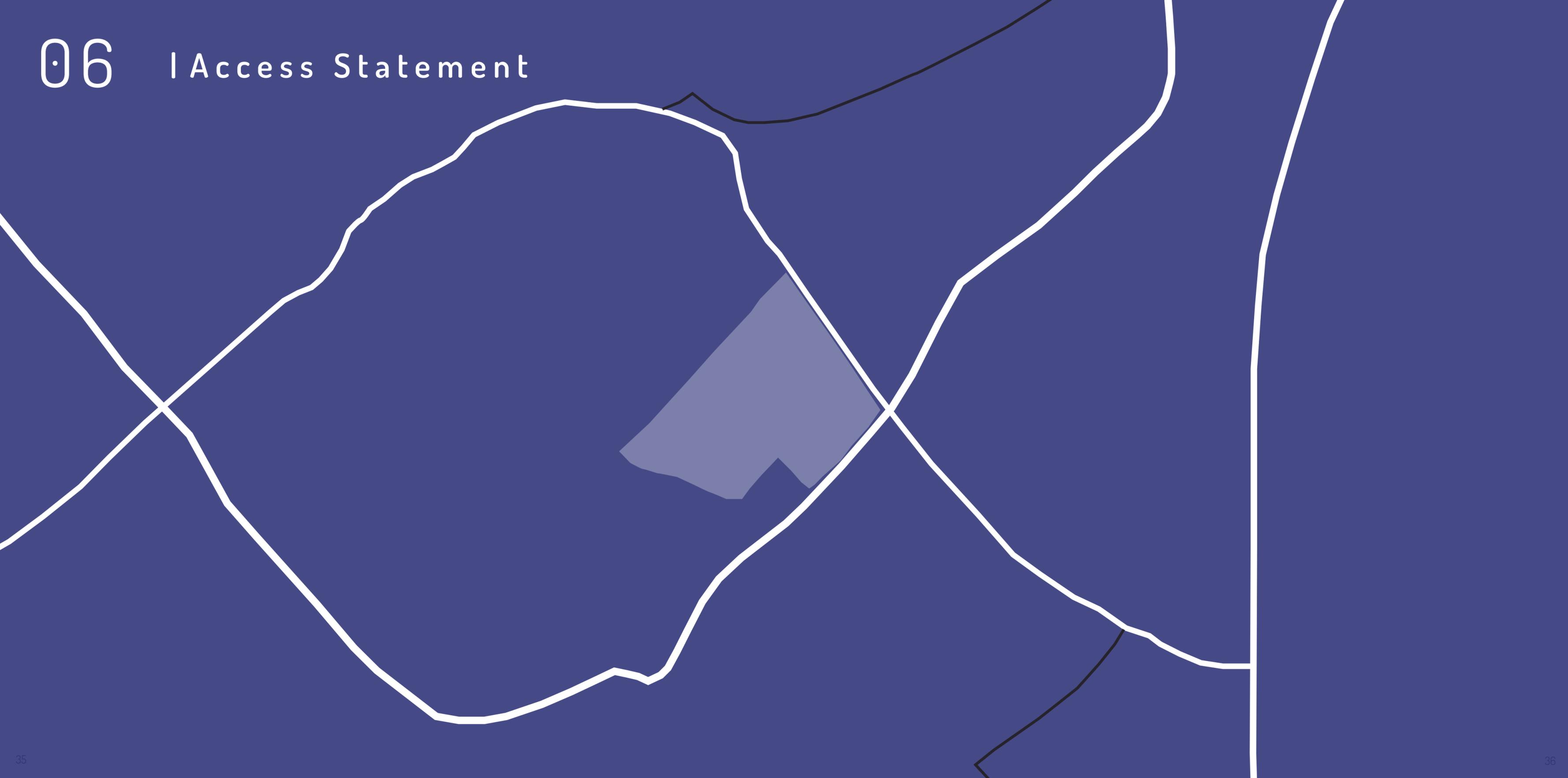
#### Northern Boundary

The northern boundary is again typified by mature shrub and street planting for almost the entirety of its length. This green edge is critical in providing screening and enclosure to development proposals. Consistent with the eastern development boundary, all dwellings in this location are configured to provide rear garden aspect which further adds to landscape screening and promotes privacy and enclosure.

#### Western Boundary

The western boundary follows exact design principles to the northern edge with landscape screening maintained and an inward, rear garden arrangement configured to the entirety of the scheme edge.







**Key**

- Boulevard
- Primary Roads
- Access Road
- Secondary Roads
- Turning Heads
- Paths
- Shared Drives

**Access Statement**

The scheme design for the Tanfield development directly addresses the aims and aspirations of both planning policy and the specific site requirements of the development

The intention of the following section of the Design and Access Statement is to demonstrate and explain, all aspects of vehicular and pedestrian movement.

**Objectives**

- To establish a connected and legible network of street types accommodating all modes of transport, dispersing traffic flows and creating an attractive and safe pedestrian environment
- To provide a high quality public realm that prioritises the social and environmental needs of residents and is not dominated by traffic movement or parking.
- To increase pedestrian permeability across the site and to ensure important footpath and links are retained and enhanced.

Hierarchy within the grid format is created through width of roads, creating feature plots and frontages, and placing green spaces at key locations throughout the site.

There are four access points on site - 2 pedestrian only and 2 for use by both vehicles and pedestrians. It is proposed that the Forric Construction site is accessed via the south-east vehicle connection to New Front Street via a 7.3m wide straight road that leads directly to the vehicle turning circle. This would ensure minimum disruption to the residents traffic, whilst also creating a large, welcoming boulevard for the scheme.

Pedestrian permeability on site is a key driver for design, and the pedestrian only entrance to the eastern corner of the site adjoins a popular local walking route through

Causey Burn Valley along the historic train line route. The pedestrian access point to the southern boundary helps to connect the residents with Tanfield Lea, which is a key centre for jobs and amenities.

**Inclusive Design**

Inclusive design is a way of designing environments so that they are usable and appealing to everyone regardless of age, ability, or circumstance. This environment has been fostered through the following design ideals.

- A well considered development block form. An access network which allows easy vehicular and pedestrian travel throughout the site.
- A safe environment with the core principles of secure by design at the heart of the scheme.
- A dwelling mix throughout all parts of the development which encourages a range of different living types.

Internal to the site, a clear route hierarchy has been established with the use of 1.8m and 3m wide shared footpaths, and private drives providing a more secure and pedestrian/cycle friendly highway design.

Consistent with wider scheme principles, the development provides front or gable aspect to footpath linkages, embracing the core principles of Secured By Design.

Vital connections to the existing footpath networks are proposed, improving upon connections with the wider locality.

In summary, the issue of movement both within and across the scheme has been well considered to create a pedestrian focused design layout.

The parking strategy places an emphasis on on-plot parking.

In general terms, 2-bedroom properties will have one parking space, 3-bedroom properties will have two car parking spaces, 4-bedroom units will have a minimum of four. This includes garage parking as a designated space.

The diagram opposite illustrates how the vehicular parking has been distributed and designed across the Tanfield site.

