



09 | Sustainability

Building for a Healthy Life

New design guidance called Building for a Healthy Life, which encourages healthier lifestyles to be planned into new housing developments. The new guidelines are published by Design for Homes and Urban Design Doctor and were officially launched on the 21st July 2020.

The Building for a Healthy Life design toolkit promotes healthier communities, including improved walking, cycling and public transport links, with reduced carbon emissions and better air quality. Master plans should be based on an assessment of local health and care needs, with the creation of integrated neighbourhoods based on 'tenure neutral' housing and well-defined public spaces.

Lifetime Homes

Lifetime Homes Standard should be taken into account within the Masterplan. The standard seeks to create inclusive housing for a wide range of people with differing needs. Setting out the principles of good contemporary housing, that is forward-looking and maximises quality of life.

The 16 design criteria are encouraged to be incorporated into dwellings as much as possible.

The design criteria is laid out on:

www.lifetimehomes.org.uk

Secured by Design

The development must meet Secured by Design Standards. With housing acting as natural surveillance, particularly at street corners and overlooking parking courts. Corner turning units with windows and doors on the gable ends will help mitigate this.

Streets are to be well defined and open spaces to be overlooked by neighbouring properties.

The design criteria can be found at:

www.securedbydesign.com

Fabric First

A key sustainable principle to be adopted by the developer in the delivery of sustainable housing is the usage of a 'fabric first' approach. This approach places the greatest emphasis on the thermal performance of the building envelope and is less reliant upon applied renewable technologies. This ensures that thermal performance and sustainability are embedded within the fabric for the lifetime of the building.

Energy Efficiency

Design proposals are to address the most cost-effective method of improving energy efficiency, reducing energy demand and reducing the long-term carbon emissions of a new development through the optimisation of dwelling orientation, aided by good passive solar and thermal design. These thermal performance considerations will affect the building throughout its entire life and whilst costing very little to implement in capital cost terms, considerable benefits are gained in terms of a reduced carbon footprint.

Additional tree planting and landscaping will help to offset carbon emissions.



Sustainable Drainage

Sustainable Urban Drainage systems (SUDS), are designed to mimic nature and manage rainfall close to where it falls. SuDs are designed to convey surface water and slow runoff before it enters the water course.

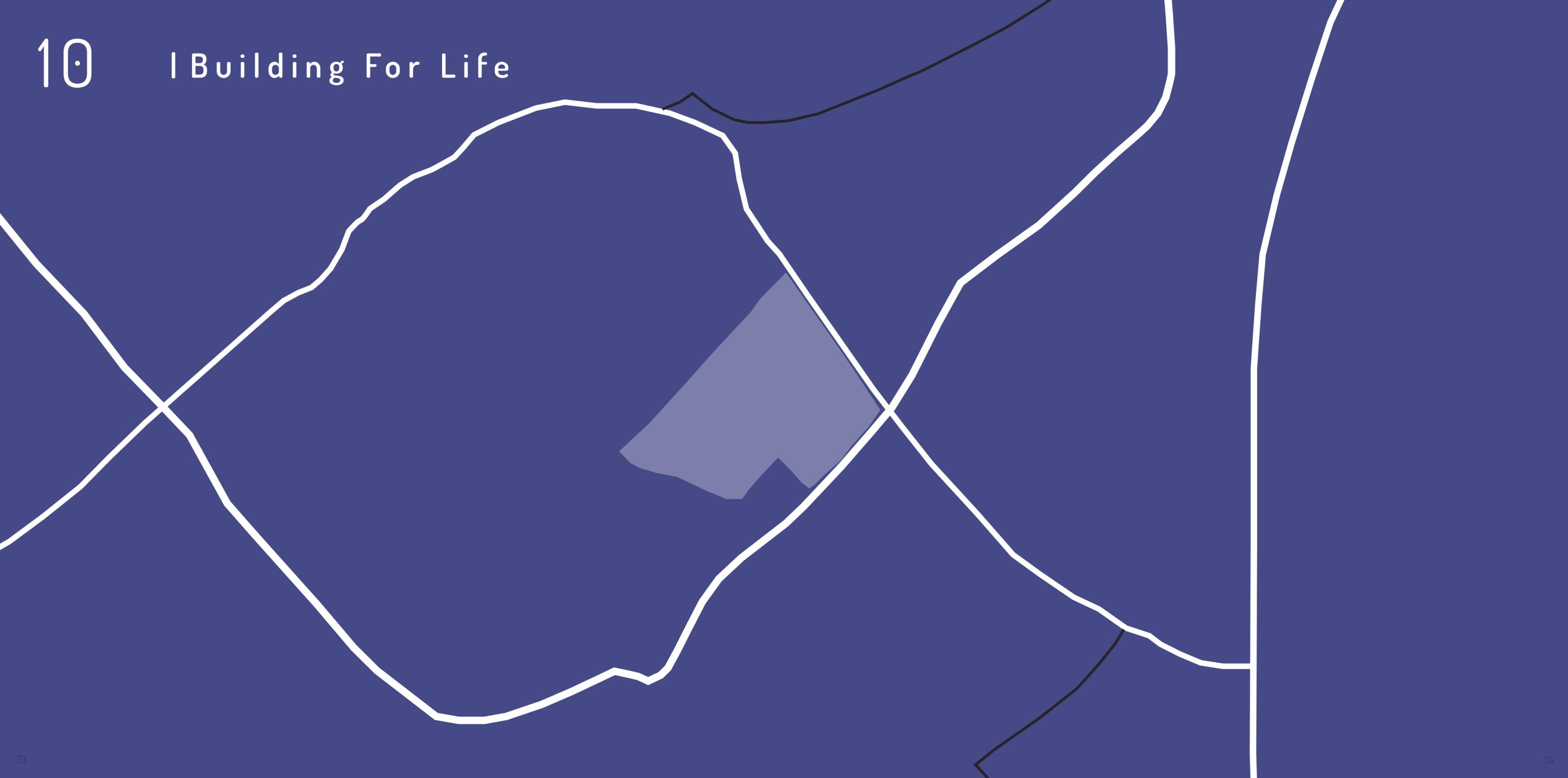
SUDS are environmentally beneficial, by efficiently and sustainably draining surface water, minimising pollution and its impact on the quality of local water bodies. SUDS provide an attractive habitat for wildlife in urban watercourses, creating better places to live.



Examples of SuDs/swales

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01 - Connections

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?

1a - Where should vehicles come in and out of the development?

The development site mainly comprises the re-development of former industrial land alongside some scrub land positioned to the South and perimeter of the site.

As a consequence of the ground previously being available for industrial development with an expanse of hard standing, the development site is almost completely level with only minor gradients and falls across the site.

Vehicles into the site will be via a new priority junction from South Leigh in addition to an access to the northern boundary. Two access points are considered acceptable from a highways capacity to allow for potential development yield.

The new entrance off South Leigh will service the Forric Construction site via a 7.3m wide highway, suitable for large HGVs, as per condition 15 of the planning decision notice.

1b - Should there be pedestrian and cycle only routes into and through the development? If so, where should they go?

The development offers the opportunity of delivering dedicated pedestrian and cycle routes which will

integrate with existing movement patterns in the surrounding area.

Internally, the proposed local street network is interconnected such that 'dead-end' routes for pedestrians and cyclists are, where possible, avoided to engender freedom of movement and permeability between development platforms.

A dedicated pedestrian access point is provided to the south east boundary of the site, allowing residents to join the existing footpath and cycling networks that surround the site.

1c - Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?

Internally the proposed road network creates a development that is permeable with coherent, safe routes that reflect the desire lines of the residents. Measures are to be implemented to improve the accessibility of the site into surrounding settlements including the implementation of public transport infrastructure and new footpath linkages to the northern and southern boundaries of the site.

1d - How should the new development relate to existing development? What should happen at the edges of the development site?

The relationship between the proposed built form and existing landscape features has been a key influence in the design of the development at Tanfield Lea. Extensive thought and consideration has particularly been applied to all development edges and the function each edge should perform relative to context. The site in relation to existing context and its former Industrial use has the ability to dictate relationship with context and landscape.

As a general principle the development generally possesses an inward. Development character to the majority of development edges and uses landscape out with the development boundary to screen and maintain the 'green' character of the surrounding site.

The new access from South Leigh as evident in the proposed masterplan, will become the public face of the development. Dwellings are generally arranged in a slight crescent form promoting enclosure, with generous landscaped verges.

Connections Criteria Met - Yes



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04 - Meeting Local Housing Requirements

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

4a - What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those down sizing)?

Development at Tanfield Lea will provide for a range of dwelling forms and tenure models. Although the exact form of development will be established through a detailed planning application, dwelling types and associated affordable provision will be in line with DCC guidance.

4b - Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

In accordance with the S106 agreement, the development will achieve a 5% affordable housing mix.

4c - Are the different types and tenures spatially integrated to create a cohesive community?

The design of the scheme allows for even dispersion of affordable dwellings throughout the scheme. It is important to avoid large areas of affordable dwellings and to ensure true dwelling integration.

Connections Criteria Met - Yes



05 - Character

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

5a - How can the development be designed to have a local or distinctive identity?

An analysis of the surrounding residential townscape of the area has been undertaken by the design team. In summary this analysis work has determined that the surrounding locality could be described as not possessing a distinct character, with a range of architectural styles formed over a number of different periods, giving richness and variety without a uniform design language.

It is envisaged that the design and material specification of all proposed dwelling types utilises a modern housetype design allied to a traditional identifiable material palette of stone, and facing brick, providing a contextual yet distinct design approach. The use of facing stone to key dwellings throughout the scheme is reflective of certain dwellings in the locality.

The introduction of a character area plan to the development will provide coherence and control.

5b - Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

Character appraisal undertaken has focused upon the nearby settlements of Tanfield Village, Tantobie, Stanley and Causey.

The historic core of all of these settlements are characterised by stone properties, with the majority of the settlements a much more eclectic and representative of architectural styles formed through time and stages of the villages expansion. The property types are also mixed and include:

Miners' style terraced housing, detached and semi-detached properties located off the main roads in a linear style of development; and Bungalows, detached and semi-detached properties which are located on streets and cul-de-sacs which are more suburban in nature.

The design team have also undertaken a density study of surrounding settlements to ensure scheme proposals are in line with the density of existing settlements. The study found that the existing density ranges between 28 and 40 dwelling per hectare. Development proposals sit in line with this at approximately 35dph.

Connections Criteria Met - Yes



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06 – Working within the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

6a – Are there any views into or from the site that need to be carefully considered?

Currently, the site is maybe considered somewhat of a blight on the landscape within the local area. The present condition of the site influences the character and quality of the area. The development can deliver an attractive layout comprising a residential scheme delivered within attractive areas of landscaping.

The opportunity exists, as stated, to provide a predominantly inward looking development, using the level development platform in a creative and efficient manner.

As a consequence, the design and landscaping responds to provide for a predominantly low-density edge set back behind generous landscape buffer with a variance of both structural and screen planting. This allows a development edge which is more fragmented and interspersed by considered landscape screening.

As described in earlier sections of the DAS, at key access points into the site, the scheme will present an outward character, acting as the public face of the scheme.

6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

As described earlier, the site generally comprises a large concrete Plateaux. To the southern edge, the development site is characterised more by open scrubland which incorporates a number of copses and individual trees that have grown in an erratic and informal pattern.

In lieu of the internal development platform being of low –landscape value, it is imperative that surrounding landscape is embraced and left relatively untouched by potential scheme development.

6c Should the development keep any existing building(s) on the site? If so, how could they be used?

As part of scheme proposals, it is proposed to retain an existing commercial building to the northern boundary of the development site.

Connections Criteria Met – Yes



07 – Creating well defined streets and spaces

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

7a – Are buildings and landscaping schemes used to create enclosed streets and spaces?

Although the Concept framework plan is still indicative and the exact detail of the scheme will be determined through detailed/reserved matters application, it is clear that the scheme has been designed with a clear route hierarchy, with complimentary landscaping to create individual residential enclaves where residents feel a sense of ownership over their immediate environment.

Towards development edges where this requires a more sensitive spatial relationship is where the lower density larger dwellings are envisaged to be located. These dwellings are accessed in most instances by a more informal and softer shared surface.

7b – Do buildings turn corners well?

As described within the syntax plan, the usage of corner-turning dwellings at key junctions and key points around the development will be important in way-finding and to provide live frontage to all aspects of the scheme.

It is envisaged that materiality aside for corner dwellings will also be of the utmost importance within the context of the wider layout. The usage of Render or Stone is used for key 'stop vista' dwellings.

The inclusion of Gateway buildings, as signified on

the revised syntax plan, will create legibility and help residents and visitors alike to understand the change in character of the hierarchy of routes, from the primary, secondary and the more informal tertiary road framework.

7c – Do all fronts of buildings, including front doors and habitable rooms, face the street?

As the concept masterplan demonstrates, the issue of wishing to provide a vibrant and active streetscape is extremely important. The majority of homes within the scheme promote an outward aspect over key routes and linkages ensuring footpaths are overlooked by principal habitable windows.

Connections Criteria Met – Yes



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08 – Easy way to find your way around

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

8a – Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

The central open space and existing commercial building at the termination of the primary route provides a clear heart and navigational point for the scheme. The rectilinear approach to the development means orientation around the scheme is clear.

The use of buildings with significant frontages will also aid users in navigating the scheme. Dwellings with different material frontages which reflect the local vernacular have been carefully positioned at key corner turning and vista stop locations. The layout has been designed to create a safe, inclusive and accessible place with a clear system of primary, secondary and tertiary levels of circulation designed to ensure the user is fully aware of their place within the development site.

8b – Are there any obvious landmarks?

The combined SUDs basin, and open space at the heart of the proposed development provides a key focal point of the development. A visible central defining point will ensure residents and visitors are able to orientate themselves easily.

8c – Are the routes between places clear and direct?

The arrangement of development, with a more gridded rectilinear structure allows the user to way-find with ease and clarity.

Connections Criteria Met – Yes



09 – Streets for all

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

9a – Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

Fundamental to the approach of the masterplan is to ensure that a gridded, rectilinear approach to route design and its considered relationship to key buildings and open spaces provides a highways layout that, by design, discourages traffic speed.

Key to the success of the route design is to ensure a creative and structured approach to the materiality of routes and the ability to adopt shared surface principles. As mentioned earlier, the scheme extensively uses private drive areas.

9b – Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?

The fundamental principle of development is to present a clear route hierarchy and street character. The extensive use of softer roadscapes should promote pedestrian priority over the vehicle.

Generous landscape buffers to development edges prioritise pedestrians and provide for informal play and recreational use. Secondary and tertiary routes look at how pedestrian priority can be provided through the use of road markings and shared surfacing.

Connections Criteria Met – Yes



10 – Car parking

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

10a – Is there enough parking for residents and visitors?

Parking provision is well considered, with the general approach of providing on-plot parking. Parking levels are in-line with local authority requirements.

10b – Is parking positioned close to people's homes?

Parking is located close to people's houses with an on-plot solution required.

10c – Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

Not Applicable.

10d – Are garages well positioned so that they do not dominate the street scene?

The masterplan uses a combination of integrated and detached garage dwellings. Detached garage homes are used in more sensitive and important locations to support a more active streetscape. Larger dwellings which demand more parking spaces have the detached garage located to the rear of the plot, thus avoiding car-dominance to the street frontage.

Connections Criteria Met – Yes



11 – Public & Private spaces

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?

11a – What types of open space should be provided within this development?

Open space must respond in way of form, location and structure to the rural identity of the development site. As such, the majority of public open space would be described as informal, with its purpose to not only provide space for informal play, but to soften development edges, and support existing vegetation and habitats found within and surrounding the site.

11b – Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

This will be established through further detailed design.

11c How will they be looked after?

A management company will be established to ensure the correct maintenance of amenity open space/exiting landscape features.

Connections Criteria Met – Yes



12 – External storage and Amenity space

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

12a – Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?

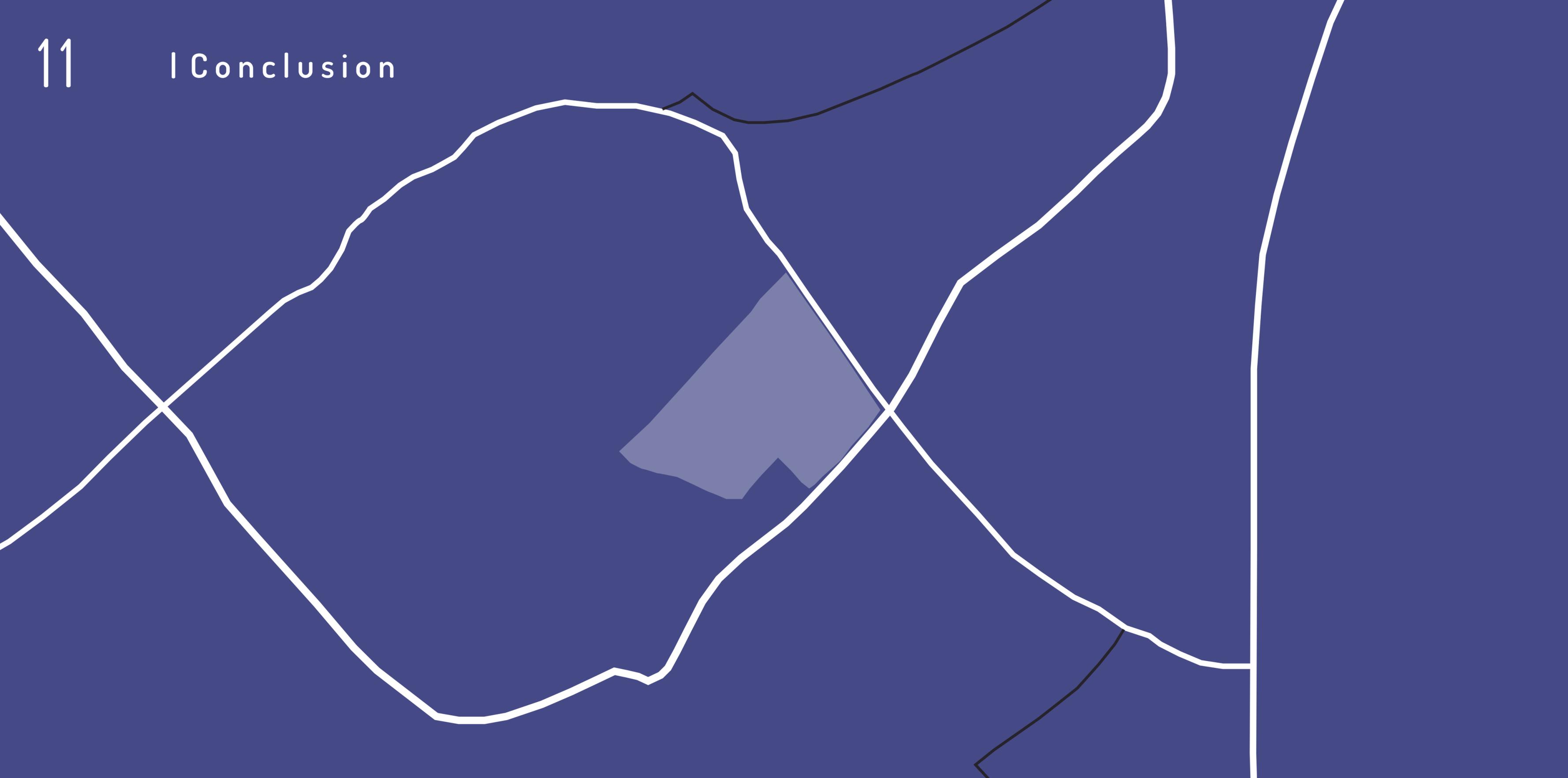
Due to the relatively low-density nature of the development, all dwellings will have external storage and cycle storage contained on plot. Care has been taken to ensure that all bins can be accessed from an adoptable route. Where elongated private drive areas are used, areas of hardstanding have been provided near to an adoptable route for the purpose of bin collection.

12b – Is access to cycle and other vehicle storage convenient and secure?

Secure cycle parking is a key factor in encouraging greater use of this mode of travel as an attractive alternative to the use of the private car. All longterm cycle parking in the development will be undercover, enclosed and secure. In most cases, and where provided, this will be accommodated in garage spaces via a wall rack that will accommodate at least one bicycle. Where a garage is not provided, cycle parking will be secured in the rear garden within a lockable shed. Garages will have Secured by Design approved doors and locking systems.

Connections Criteria Met – Yes





11 | Conclusion



In conclusion, the scheme design takes account of the following key issues:

- A considerate development of 351 dwellings and 1454sqm of Class E retail space arranged as a direct response to the existing site constraints and opportunities of the development site.
- A development which maintains and enhances existing routes through enhancement of existing landscape features and careful positioning of development blocks.
- A development which provides a generous amount of informal play space throughout the development. The open green space to the southern boundary becomes the landscape 'focal point' of development, giving easy orientation. The scheme also provides for smaller areas of informal open space located within smaller development sections.
- A development which preserves visual amenity to existing development through generous privacy distances and a congruent massing. Separation distances to the existing property to the centre of the development site are in excess of Local authority requirements.
- A development which integrates with the locality by encouraging pedestrian and cycle links through the scheme, both east to west and north to south.
- A development which has a clear system of primary, secondary and shared surface links.
- A development which embraces the core principles of 'Secured By Design' with all routes overlooked with good levels of natural surveillance.
- A development which provides a range of dwelling types and density levels under a range of tenure options.
- An elevational style which adds to the richness and variety of the surrounding area. A detailed understanding of townscape within the locality has allowed dwelling design to be contextual yet distinctive, with character areas responding to location, proportion and materiality.

