

BUILDING FOR LIFE ASSESSMENT

Erection of 78 Dwelling Houses at Land on and around
Jack Lawson Terrace, Wheatley Hill, County Durham.



QUESTION

RESPONSE

SCORE

Integrating into the neighbourhood

QUESTION	RESPONSE	SCORE
1. 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?	The development site is made up of two separate parcels of former residential land served predominantly from existing adopted highways which will be improved and extended as required. An existing pedestrian link between Wheatley Terrace and Byron Street is maintained within a green corridor within which lies an existing fast food premises. A further existing footpath link running along the eastern site boundary connects Shakespear Street to Wordsworth Avenue. These aid and improve the permeability of the development. Vehicular and pedestrian routes are designed to be easy to navigate and safe.	
2. Facilities and services		
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	The site is situated within a long established residential neighbourhood central to Wheatley Hill. It is within easy reach of the town high street and a broad range of community facilities and amenities including convenience stores, newsagents, post office, social clubs, restaurants and cafes, doctors surgery, pharmacy and dental practice. Wheatley Hill Community Primary and Nursery School lies opposite the site on Wordsworth Avenue and St Godrics RC Primary School also nearby.	
3. Public transport		
Does the scheme have good access to public transport to help reduce car dependency?	Regular bus services run along Jack Lawson Terrace with bus stops situated within easy walking distance immediately adjacent the site. The nearest railway station is Horden on the Durham Coast Line running between Newcastle & Middlesbrough and located approximately 7.5km north-east of the site. Durham Railway Station is located approximately 12km north-west. Both can be accessed via public transport.	
4. Meeting local housing requirements		
Does the development have a mix of housing types and tenures that suit local requirements?	The proposed scheme provides a range of house types and styles comprising a mix of 2 bedroom bungalows, 2 and 3 bedroom semi-detached and 3 and 4 bedroom detached dwellings. Types are evenly spread throughout the site. All dwellings will meet the Department for Communities and Local Government, Technical Housing Standards – Nationally Described Space Standard, a minimum of 66% of which will meet the requirements of the Approved Documents: Building Regulations M4(2).	

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Creating a place

5. Character		
Does the scheme create a place with a locally inspired or otherwise distinctive character?	A thorough examination of the physical limitations and constraints of the site and its wider surroundings has been undertaken, which has informed its general form. Although an eclectic mix of local styles, house type detailing and the use of materials are considerate to the surrounding character whilst at the same time giving the site its own identity. A contemporary approach to design will be considered.	
6. Working with the site and its context		
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?	The site is bounded on all sides by existing residential properties. It itself is vacant former residential land with properties demolished around the turn and early part of the century. As such there are no specific features which warrant the preservation of views into or from the site. The scheme retains existing mature trees and hedgerows around its boundaries.	
7. Creating well defined streets and spaces		
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	A mix of house type styles provide interest to the street scenes and properties are orientated to overlook both open space and streets creating attractive and engaging frontages. Corner type dwellings and bungalows are provided in a number of key locations throughout the scheme aiding in the flow of the layout. A landscaping scheme appropriate for a residential development of this nature will be implemented as part of the proposals and provide new tree planting along streets and areas of open space.	
8. Easy to find your way around		
Is the scheme designed to make it easy to find your way around?	The existing carriageways both bound and form a central spine to the site. Clusters of properties and key focal point dwellings at junctions and throughout the development along with the green corridor of open space aid in providing landmarks and a sense of place and assist in establishing your location within the site.	

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Street and home

9. Streets for all

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

New streets are designed in accordance with Durham County Council Residential Design Guidance and their layout largely dictated by the shape and topography of the site and the desire to retain existing site features. The existing nature of the sites creates a low speed environment through a combination of curving roads and junctions, which along with the siting of dwellings and visitor parking bays providing natural traffic calming measures. The road layout provides good permeability throughout and around the site. Dwellings are arranged around the streets and open space providing strong and secure frontages with natural surveillance. Front gardens provide a green and visually engaging border to the street scene and open space areas provide space for residents to converse.

10. Car parking

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

Dwellings will generally be provided with a minimum of 2Ne off road parking spaces which will in most cases include one in the form of a garage or optional garage space where cycle storage can be accommodated. 4 bed properties will have 3 spaces. The layout and dwellings have been designed to provide natural surveillance, avoiding the use of rear parking courts and access paths. To prevent parking dominating the street scene, long and unattractive rows of frontage parking bays have been avoided. A number of on street visitor parking bays appropriately designed to allow for occasional on-street visitor parking are provided throughout the scheme. New tree planting will aid in softening the street scene and balance the impact of parked cars.

11. Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Private and public spaces are clearly defined through the use of boundary fencing or garages as a secure barrier to rear gardens. Front gardens provide a defensible space to the dwellings. Properties front the streets and open space areas providing natural surveillance. Areas of open space will be managed by a private management company.

12. External storage and amenity space

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

Bin storage will be within rear gardens. Garages or optional garages are available to the majority of plots providing space for both vehicles and cycle storage.

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Summary

QUESTION	Score	GREEN	AMBER	RED
1. Connections		✓		
2. Facilities and services		✓		
3. Public transport		✓		
4. Meeting local housing requirements		✓		
5. Character		✓		
6. Working with the site and its context		✓		
7. Creating well defined streets and spaces		✓		
8. Easy to find your way around		✓		
9. Streets for all		✓		
10. Car parking		✓		
11. Public and private spaces		✓		
12. External storage and amenity space		✓		
	Total	12		

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