



MWE ARCHITECTS
DESIGN / BUILD / INSPIRE



REGENTS PARK – PHASE 6. OFF GENESIS WAY. CONSETT.

DESIGN AND ACCESS STATEMENT

INCLUDING SUSTAINABILITY STATEMENT
REFERENCE 13024/P10

Full application for 71 housing units, means of access and landscaping details.

THIS STATEMENT HAS BEEN PREPARED BY MWE ARCHITECTS ON BEHALF OF PROJECT GENESIS LIMITED.

THIS DESIGN AND ACCESS STATEMENT IS PUT FORWARD WITH THE DETAILED APPLICATION FOR PHASE 6 COMPRISING 71NO 2, 3, and 4 BEDROOM HOUSES AND BUNGALOWS; 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 LICHFIELDS, AND ALL OTHER SPECIALIST STATEMENT ACCOMPANYING THIS APPLICATION.

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Background

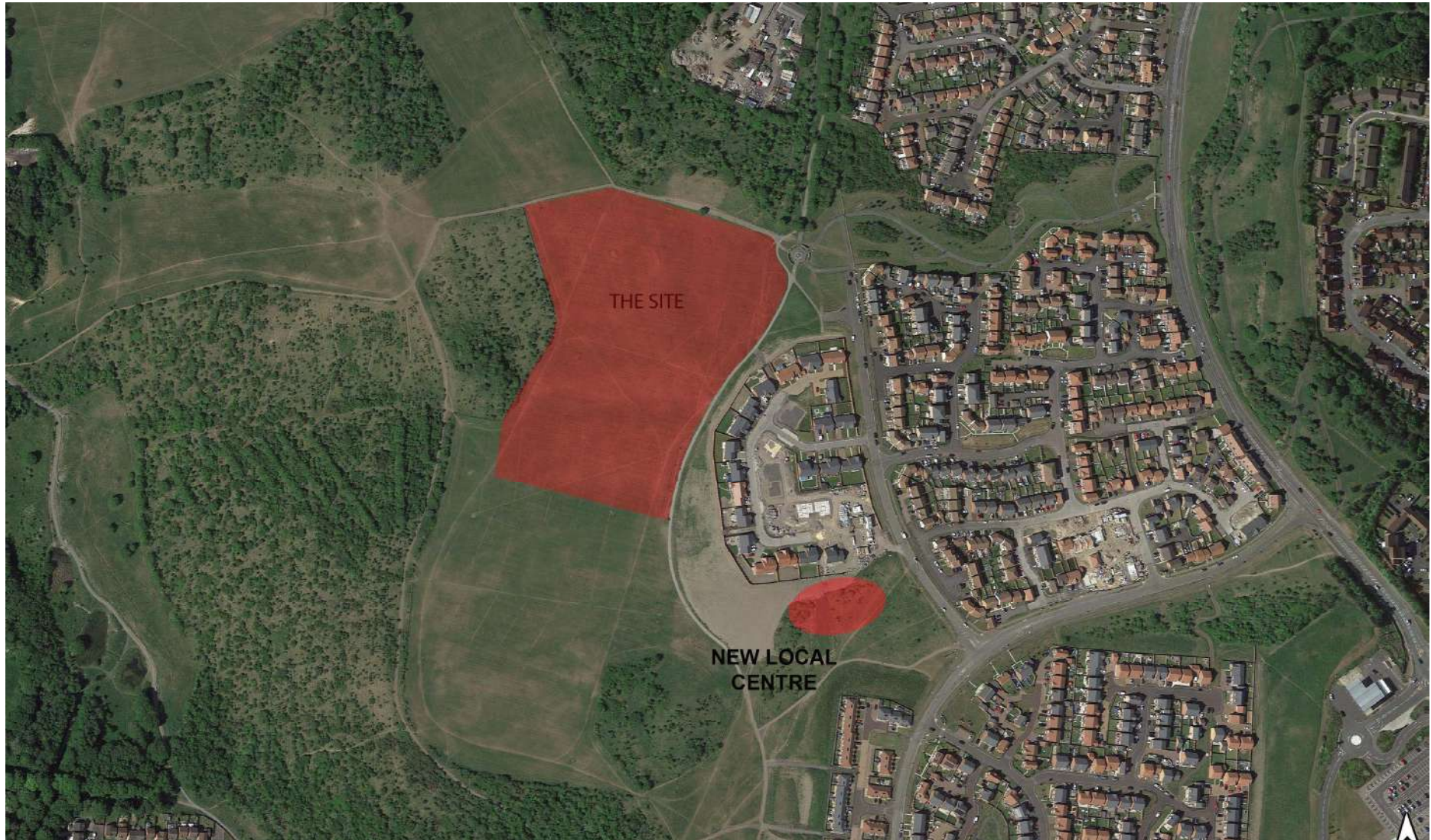
The site sits on the edge of the Derwent Valley on the site of the former Consett Steelworks.

The Steelworks dominated the economy of Consett for 140 years, and closed in 1980 with the loss of 3,700 jobs, and a knock-on effect on ancillary industries within the area.

The site forms part of an overall Development Plan implemented by 'Project Genesis' in an effort to regenerate the area. Several new housing developments have taken place on the former steelworks site since 2000, including Berry Edge Phases 1&2 (eventually providing over 440 new homes), The Chequers, Templetown, Regents Park (Outline approval for up to 480 units which this scheme seeks to complete), Regents Park Commercial Hub (under construction) along with extensive new Retail and Industrial Development (Tesco etc).



Location

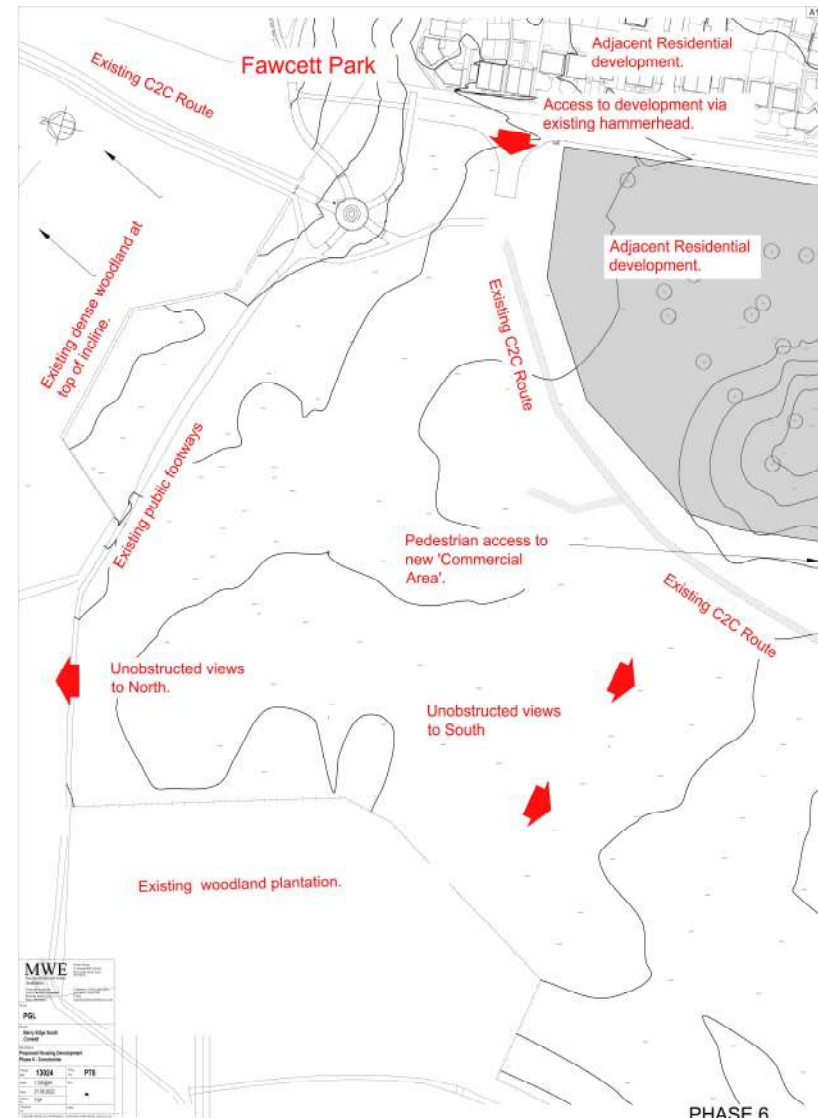


Context and Constraints

The site is located to the West of Consett Town Centre, off Genesis Way, and to the North of the A692 leading from Consett to Castletown, and the A69 south to Darlington. Newcastle City centre is approximately 15 miles to the North-East of Consett and Durham approximately 14 miles South-East.

To the East of the site there has been extensive new Commercial development along the western edge of Consett Town Centre, including a new Tesco Superstore. The land to the North is principally residential development, commenced in 2000, and providing 440no housing units. The current proposal sits to the north and is connected to the new Regents Park development, providing the final 71 units to complete the previously permitted total yield of 480 units.

The site adjoins a large expanse of Open Space to the west, with further residential developments at The Grove and Moorside beyond.



There are good pedestrian linkages via existing Public Footpaths, Public rights of Way and informal footways, and the site demonstrates good access to local facilities. The new dwellings are in close proximity to Fawcett Park and the children's play facilities within that area.

To the north into Consett Town Centre, and South and West via the C2C route, to the Hownsgill Viaduct, Waskerley Way/Consett and Sunderland Railway Path C2C route, and northwest through Regents Park and Fawcett Park via the C2C route.

The Project Genesis Masterplan identifies these linkages.





The Site

The site is located on former steelworks developed land which, like the other phases of Regents Park will be required to undergo advanced reclamation to make it suitable for development. It is adjacent to the existing prior phases of housing development by Project Genesis at Regents Park.

The wider Project Genesis site is currently allocated for mixed-use development. Within this wider site Regents Park was granted outline planning consent for up to 480 homes (App Ref: 8/CMA/1/93) in April 2014, the majority of which has since been completed. The proposed development, whilst outside of the boundary of the original outline development area, is intended to provide the sixth and final phase for the Regents Park development. This will complete Regents Park and deliver the planned 480 homes as outlined in the housing commitments for North-West Durham in the County Durham Plan.

The wider area includes the Coast 2 Coast route, a nearby shopping park and local bus service. Genesis Way also provides direct links to Consett Town Centre (approximately 1km to the east), which includes a broad range of services.

The proposal seeks the delivery of 71 high quality homes, including the provision of 10% affordable homes to complete the approved total of 480 homes on Regents Park. A mix of house types will be provided which include a range of 2, 3 and 4-bed homes, including 10 bungalows, along with open space, play areas, landscaping, and SuDS features.

Landscaping and open space will form an integral part of this proposal. This will include the integration of the existing coast to coast (C2C) pedestrian/cycle route and inclusion of trim trail play areas. The existing informal route which follows the boundary of the proposed development will also be enhanced, forming an extension to the C2C, which will oversee the Derwent Valley. The cycleway will be well designed and integrated with the developments bordering it, making it accessible at several locations, by all members of the local community.

The application site extends to approximately **7 Hectares (17.38 acres)**

Access to the site is to be taken via existing highway infrastructure taken from Abbotts Way, off Monarch Road. The access road will be taken from an existing hammerhead at the termination of Abbotts Way. This provides for radii in excess of the current highway standards.

The site is relatively level with the land beyond its northern and western boundaries dropping steeply towards Pemberton Road and Blackhill. The northern boundary of the site is currently screened from the north by dense mature tree planting, and it is proposed that additional buffer planting be provided along the northern edge between the development and existing informal footpath routes. The western boundary is currently contained by existing scrub and partial tree planting, which will be increased with new buffer planting to soften the impact of the new dwellings.

This setting will provide a 'green' backdrop to the development, which will enhance wildlife habitat connectivity and provide containment.

The land to the south remains as open space and is relatively flat. This will include improvement works to the C2c route, with the creation of new informal link footpaths, photographic viewpoints, areas of Pictorial Meadows seeding, locally native meadows seeding, woodland edge native wildflower seeding, gateway features, event nodes and ground event panels, and seating areas. The proposals also identify a new SuDS basin along the southern frontage of the site, designed to restrict and reduce flows into the current surface water sewer system.

To the east is a recently completed scheme of 2,3, and 4 bedroom bungalows and the C2C route bisects these two developments.

Open views to the north and south of the site will be provided to dwellings placed along those frontages, and those to the north-east will have open views over the adjacent Fawcett Park. Views into the site externally are limited due to the topography, existing tree coverage and existing built development. However, following feedback from the Council's Landscape Officer, viewing corridors have been retained through the development, alongside the proposed upgrading of the alternative C2C route which will oversee the Derwent Valley to the south and east of the development.

Setting



View at proposed site entrance.



View west from Site access.



View North-west from site edge.



View West into adjacent woodland area.



View into northern woodland area.



View east along northern boundary.



View East across Fawcett Park and C2C.



View East across Fawcett Park and C2C to adjacent housing.



View South across rear of adjacent bungalows.



View across C2C to rear of adjacent bungalows.

Character Analysis

New housing on adjacent site at Berry Edge



New housing on adjacent site at Regents Park



New housing on adjacent bungalow site at Berry Edge



Planning

- The site sits within the Project Genesis Masterplan for the Consett area and has been designated as Residential.
- The 71 units forms the final phase of the previously permitted yield of 480 units on the Regents Park site, following the delivery of 409 units, allotments, and the Commercial Centre, within the previous 5 phases of development.
- As a brownfield site, and adjacent to new modern housing development, the site is compatible with the adjacent land, well related to the existing settlement and is appropriate in terms of scale, design layout and location.
- The housing layout follows the broad Cabe Building for Life principles with clear definable routes through the site for vehicles and pedestrians, and areas of shared amenity space identified.
- The areas identified as proposed for the 'affordable' bungalows are within close proximity to highway and footpath connections to the Town Centre and to the C2C route.
- A local Commercial Centre is now complete and partially occupied, providing mixed facilities close to the development.
- The site is in close proximity to Fawcett Park and the children's play facilities within that area.
- The proposals for the upgrade of the C2C route would provide much needed amenity space for the existing and future residents of the adjacent housing developments.
- It is a sustainable location, and the scheme represents an appropriate form of development for a Brownfield site.
- The overall development will provide a minimum 10% affordable dwellings and 14% bungalows, in full accordance with policy requirements.
- The scheme provides for the development to be accessible by a range of transport modes.

Design Development

There have been formal discussions with the Planning Authority at pre-application stage [PRE42/23/00623], and a detailed response provided through their Internal Design Review. Informal Highway comments were also provided. The current scheme has been informed by, and consideration given to those responses.



Pre-Application Layout.



Current Layout

Specific alterations following Pre-App and Consultation feedback -







- All 71 units have been amended to provide 100% NDSS and M4(2) compliant homes.
- All detached and integral garage spaces now meet the minimum 6m x 3m internal space standards.
- Parking arrangements updated to reflect the new Parking Standards SPD.
- Reduction in street fronting parking spaces, allowing for increased green space.
- Open space provided throughout the site providing enhanced landscaping and green space, alongside tree lined routes.
- Viewing corridors included providing views through and out of the site to the south and southwest to protect wider long range views.
- Careful siting and orientation of buildings to retain viewing corridors.
- Upgrading of informal C2C to retain wider views of Derwent Valley surrounding the whole development and trim trail enhancements to C2C to improve the amenity of this route.
- Retention of existing informal desire line routes through increased pedestrian linkages throughout the site. Connections to peripheral pedestrian routes, C2C, Local Centre, and hop-on hop-off bus stop.
- Enhancement of wooded area to the southwest, providing additional biodiversity and improved landscaping design.
- Buildings re-oriented to provide greater levels of overlooking onto public spaces, all dwellings outward facing other than small section to the north which is protected by 2m high fencing and additional buffer planting to the rear.
- Introduction of variations in elevational treatments and the creation of differing 'character' areas and 'feature' focal points.

Specific feedback from the Pre-app process and our responses are also outlined below for reference -

There is a missed opportunity to provide a connection to the north-west and general connectivity out to the wider area.

- The layout has been amended to include green links through the site east to west and north to south, providing numerous footpath links out to the wider area, with direct connections to Fawcett Park and C2C route, and a clear footpath link through the site from the south-east to the north-west, and its peripheral footpath routes.

Connectivity Key

	Existing Adopted Highway Routes.
	Existing informal Pedestrian/Cycle only routes.
	Primary Vehicle route. Type 3 Residential Access
	Shared private Access route. 6m carriageway.
	Proposed Pedestrian connections.
	Bus Stops



Insufficient information on house types.

- House type details were provided at the pre-application stage. These details have been further enhanced, introducing variations in elevational treatments and the creation of differing ‘character’ areas and ‘feature’ focal points. More details can also be found on the accompanying house type plans submitted with the application.

Character Areas

- Traditional mix
- Stone facades
- Render facades



The relationship with surrounding area is poor with boundary treatments and dwelling gables addressing the edge of the site.

- The latest site layout provides for frontage to all boundaries, creating an active street frontage, and natural surveillance. There are a small number of units along the north which present their rear elevations to the boundary. These sit opposite existing woodland and will be screened with new buffer planting. Several properties along the western boundary have been re-arranged to present dual frontages onto the western plantation and have been set back to provide for informal footpath links from northern edge to the central green links. Enhancement of the existing vegetation within the western plantation will add further screening to the western edge.

Development turns its back on open space and the site edge giving poor definition to open space.

- The majority of the development faces out onto open space, with the exception of a small northern section, and has been designed to present frontage to existing open spaces, and to new green spaces throughout the development.



There is limited legibility with no street hierarchy.

- The development follows a standard adoptable road pattern, with standard T-junctions and a width of 5.5m, with 2m wide footways, all meeting current minimum standards and designed to meet the 20mph speed limit. Contrasting materials have been used within the road surface to assist traffic calming. This in conjunction with the use of dual fronted properties at all junctions provides for increased legibility.

Streets are dense with areas of hardstanding making it difficult to accommodate street trees.

- The introduction of the new NDSS/M4(2) housing range reduces the extent of in-plot frontage parking on a significant number of dwellings. All garages, detached or integral, meet the minimum internal standards required for car storage (6m x 3m), thus minimising driveway widths. This allows for increased green spaces between driveways. Extra wide verges have been introduced along the highway length, to provide additional opportunity to accommodate street trees. The mix of front parking bays, garage access, and gable driveways, provides variation on the streetscape and reduces car dominance.



DESIGN AND ACCESS CONSIDERATIONS

Use

The proposal is for a Full application for residential development of 71 units, public realm open space, means of access, and landscape details.

Amount of development

The proposal incorporates a minimum of 71no housing units.

The units will comprise 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.

Several 2, and 3-bedroom bungalows are to be provided in dedicated locations.

Proposed layout.



Proposed Housing Development Extent



Housing Design – Layout, Scale and Appearance.

The design seeks to reflect the key objectives set out in current Government guidance, and attempts to achieve the following broad objectives-

- Make efficient use of the land by bringing a vacant industrial brownfield site into active use by providing housing on a sustainable and accessible brownfield site.
- Create a sustainable development, which is appropriate to the location and existing nature of the site.
- Promote high standards of design in terms of overall layout.
- Provide housing with a variety of types related to the local housing needs.
- Respect the existing nature of the site.

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:

- To create 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.
- Provide a series of 'Green spaces' within the development, incorporating open space for informal use.
- 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 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 ensure a high-quality environment that reflects the existing fabric of the area.
- 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 Units



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.



Layout

The site has evolved around the creation of a new access taken from the existing hammerhead arrangement off Abbotts Way. A standard adoptable highway arrangement (Type 3 access road, 5.5m wide with 2m footpaths), is proposed, designed to achieve a 20mph speed limit, and a small number of private shared spaces. Contrasting materials will help to break down the hierarchy and promote lower speeds, with green spaces and focal buildings at key points within the development.

Housing units have been placed to present their “entrance” elevation to the street frontage, ensuring regular activity and natural surveillance over all public spaces, vehicle and pedestrian routes, junctions, with dual fronted units placed on all exposed corners. These “corner turning” house types ensure that there are no “inactive” zones and natural/passive surveillance is maximised.

To create interest, the ‘building line’ has been varied throughout, and active frontages, both at ground floor and first floor level create a vibrancy and vitality to the street scene. Housing types have been varied to reflect different character areas, with sufficient variation in form, materials, and architectural features to ensure that the street scenes appear harmonious rather than monotonous.

The provision of back-to-back rear garden spaces, within the heart of the development, increases security, privacy, and enhance “defensible” space.

The distance between units has been balanced against the mass of individual buildings, thus avoiding cramped appearances and poor outlooks, with the relationship between buildings, gardens, landscape, and public space carefully integrated into the design. A minimum 21m separation distance has been retained throughout the development.

Housing along the northern boundary will back onto an existing informal footpath route and woodland area beyond. Here it is proposed that the rear gardens are enclosed by 2m high rear boundary fences, with a further landscaped buffer zone between the private gardens and public footways, providing for easily defensible private amenity spaces.

A section of the development to the North-western corner has been oriented to look out to the west over a new green public space and extensive open landscaped views to the north and west.

Along the eastern frontage of development, the housing has been oriented to look out over the site entrance, existing open space, and Fawcett Park. Dual fronted units at each end of the terrace provides active frontage to the site entrance and C2C routes.

The western edge of the site abuts an existing woodland plantation. Here the existing planting beyond the site boundary will be enhanced to soften the edge of development, and housing has been set back from this boundary allowing for an additional green space break and footpath links. Beyond this space the existing alternate C2C route turns back towards the southern boundary. It is proposed that this route be extended across the southern edge to link back into the primary C2C route running past the existing bungalows and commercial development.

The southern boundary looks out over extensive open space, and slightly towards existing development to the south-east. Again, the properties proposed have been oriented to look out over the open space, and wider views. The newly proposed alternate C2C route running across this boundary will be softened with additional new screen planting.

The proposed use of a change of materials in the surface 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.

Green Spaces – a series of green spaces run through the development, providing links between informal green spaces to the north, south, and west of the scheme, and to the C2C routes. Existing informal footpaths are retained with new connections through the site. Wider green verges have been placed alongside some highway routes, creating potential for street tree planting. A central swathe of informal public space has been created through the site, linking the north-western POS area, Fawcett Park, and the southern open spaces. Pedestrian links have been provided, ensuring clear links to the existing public paths and C2C.

Car parking

Due consideration has been taken of current Durham 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 integral and 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 (2.5m x 5m), with additional separate access for pedestrian traffic. Front driveways provide for a minimum depth of 6m, up to garage doors, and widths allow for vehicles and pedestrian access. Driveways placed alongside house gables, or between boundary fences, will be a minimum of 3.3m in width, to allow for vehicle parking and access for pedestrians and bin movement. There is a mix of front parking bays, garage access, and gable driveways, providing variation on the streetscape and reducing car dominance.

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 near each individual dwelling, minimising the travel distance from the rear garden space.

Landscaping

Detailed Landscaping proposals prepared by PDP associates Ltd are included within the application package.

Landscape Design Principles

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

Key landscape objectives in developing the master plan.

- Integration into the existing area whilst developing individual identity through high quality design, materials, and features.
- To soften the northern boundary with buffer planting.
- To enhance and manage the existing planting to the west.
- To include tree lined streets in accordance with the NPPF.
- Minimisation of any disturbance to local wildlife and nesting birds in the surrounding woodlands.
- Enhancement of wildlife habitat opportunities.
- Connect to the local transport network and provide a link through the site to all public rights of way.
- Provide good linkages to existing permissive recreation trails and to the proposed Project Genesis Heritage Trail.

Open space

- All the properties will have rear private 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. Low boundary treatments will be installed where these private front spaces connect to public green space, to define boundaries between public and private space.

Overall landscape strategy.

The landscape design of the site sets out to:

- Help integrate the proposed scheme into the existing landscape.
- Provide a buffer between the proposed scheme and the various elements of public open space, public footways, and the existing and proposed C2C routes.
- Create strong linkages across the site to incorporate the proposed scheme within the existing rights of way network.
- Improve the biodiversity of the site through the creation of different habitat types.
- Create a hierarchy of spaces through the level of specification and detailing.
- Provide clearly defined residential boundaries between individual plots.
- Utilise the open space areas to provide recreational use for all.



The landscape strategy develops the residential areas of the scheme into a network of greened public spaces, contributing to a scheme which encourages its residents to use the development for recreational purposes and not be confined simply to their own home and garden.

The over-riding objective of the landscape strategy for the proposed Berry Edge development site is to deliver sustainable living spaces that promote personal well being and opportunities for high quality informal recreation.

Green infrastructure is to permeate into the heart of the development, helping to deliver a vibrant residential environment, the colours, and textures of which reflect the changing seasons and facilitate communion with nature.

In compliance with Policy 39 as set out in the draft Local Plan, the landscape strategy will ensure the design is sensitive to the landscape characteristics of the *Northern Coalfields Uplands* Broad Character Area. In addition, the protection of existing planting and creation of new green infrastructure delivers the landscape Spatial Strategy objectives of 'conserve and enhance' (in relation to the existing structure planting on the site's boundaries) and 'enhance' the remainder of the site.

Biodiversity

Enhancing local biodiversity forms a key part of the landscape strategy and there will be a strong emphasis on the use of native tree, shrub, and herbaceous species throughout the site. New structure planting will improve connectivity between existing planting belts and green corridors both through the centre of the main residential area and along the C2C corridor, and will facilitate the movement of wildlife through the development area. A mosaic of habitats along the cycle route will offer an attractive and diverse environment to support informal recreation.



Soft landscape

As mentioned above, priority will be given to the selection of native species for the purposes of hedge planting and forming tree belts etc. Where it is appropriate to use ornamental species, these will be selected to maximise the benefits to wildlife.

Hedges are to be used as boundary treatments as much as possible and open spaces within the development are to have a naturalistic feel, while at the same time being designed with ease of maintenance in mind.

Although there will be a place for regularly maintained 'amenity' grassland, most grassed areas will be maintained as meadow to promote species diversity.



Play spaces.

It is important that opportunities for play are deeply ingrained within the landscape associated with the new development. Informal play spaces supporting imaginative play particularly for younger children have been developed throughout the overall Regents Park development site in appropriate locations and a hierarchy of play spaces will ensure that older children are also catered for.



C2C corridor

It is intended that the route of the C2C cycleway should be well integrated with the proposed development bordering it, making it easily accessible at a number of locations within the site. This will help maximise the associated potential benefits for the local community. New links between the existing C2C routes



Previous Development Indicative Landscape Proposals



Soft landscaping to focus on use of native species

Indicative Landscape Proposals Phase 6



Legend

- Green: Proposed Open Space (POS) - General
- Light Green: POS - Soft Landscaping
- Yellow: POS - Hard Landscaping
- Light Blue: POS - Water Features
- Red Dashed Line: Proposed Boundary
- Red Solid Line: Existing Boundary
- Blue Dotted: Proposed Water Features
- Blue Solid: Existing Water Features
- Grey: Proposed Roads
- Black: Existing Roads
- Black Dotted: Proposed Buildings
- Black Solid: Existing Buildings
- Black Dashed: Proposed Utilities
- Black Solid: Existing Utilities

Notes

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Scale

1:1000

Drawn by

J. J. J.

Checked by

J. J. J.

Date

10/10/2024

Project

Phase 6 Landscape Proposals

Client

ABC Development Ltd

Project No.

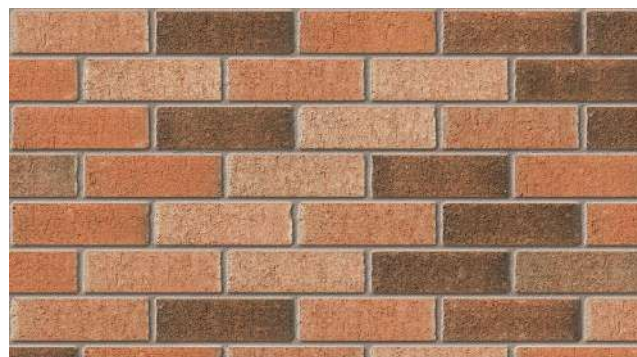
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Revision

Revision A

Appearance

- Roof – interlocking roof tiles in various finishes and styles.
- Walls – mix of red and multi facing brick, and random stonework.
- Details and Features – Artstone and detail brickwork window/door heads and cills.
- Window/door frames – white Upvc. Doors - Black
- 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.



Traffic and Highways

- The site is accessible by a range of transport modes. Access to the site by foot and bicycle is excellent, and a good range of public transport opportunities are within a short walk of 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 and “gateway” 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 5.5m wide with 2m wide footpaths each side,
 - Cul-De-Sacs (minor access) may be 5.5m wide with 2m wide verges,
 - Parking levels are proposed to comply with the current Durham C.C. Residential car parking Standards.
- 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.

Public Transport

The nearest bus stop is a hop on hop off service operating from the front of St James Court, on Monarch Road, to Consett Town Centre. There are also bus stops on Genesis Way to the east of the site, with numerous regular services from Consett Bus Station to all parts of the North-East

Sustainability

Bus routes provide services to and from a range of destinations and origins.

There are several local amenities within walking and cycling distances from the site.

There are several cycle routes in the area.

Walking and Cycling

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.

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

There are good pedestrian linkages via existing public footpaths, public rights of way, and informal footpaths, with good access to local facilities.

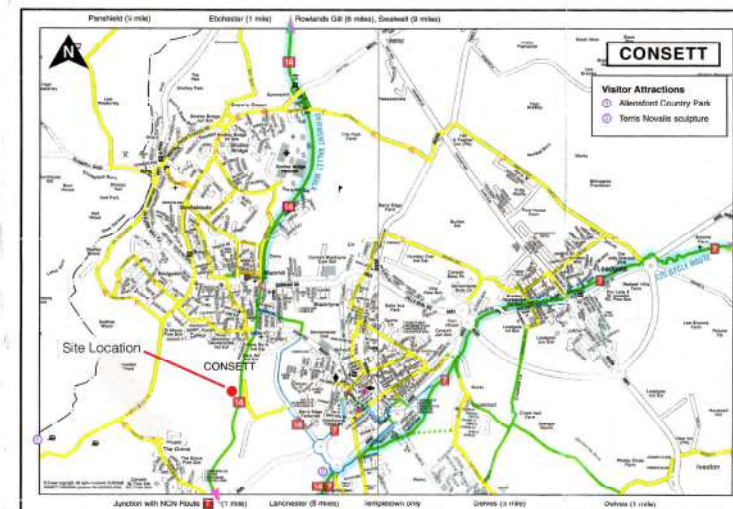
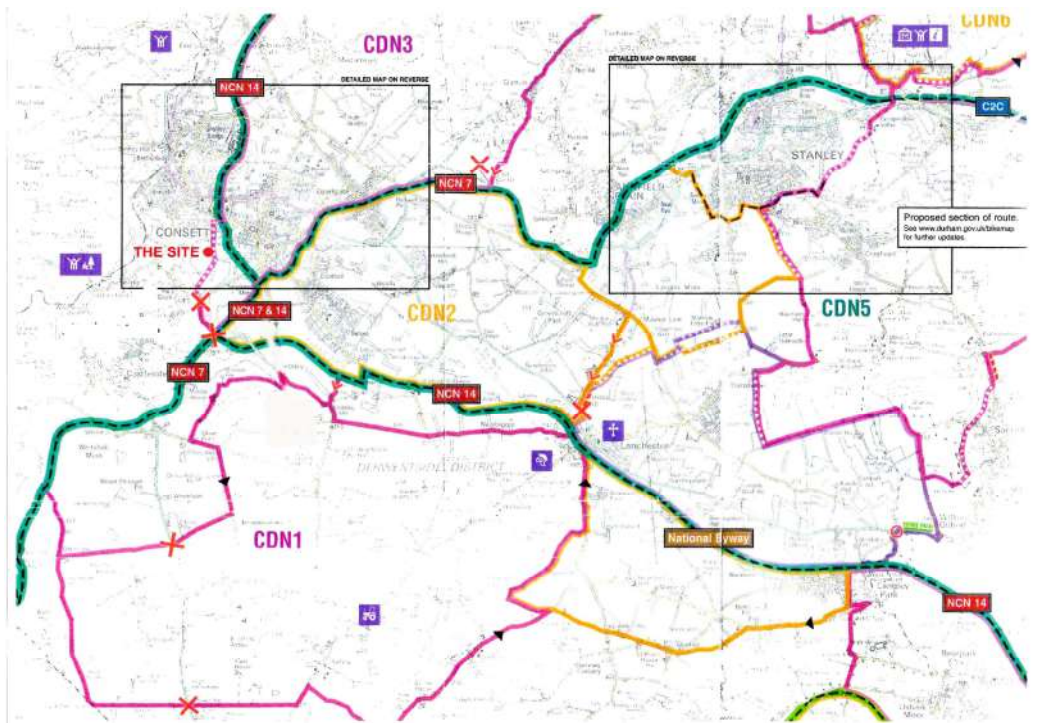
These provide links to the north into Consett Town Centre, South and West to the Lanchester valley Railway path, to the Hownsgill Viaduct, Waskerley Way/Consett and Sunderland Railway path C2C, and Northwest through Regents Park and Fawcett Park via the C2C route.

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

Cycle routes in the area are shown on extracts of the County Durham Cycle Map following this text.

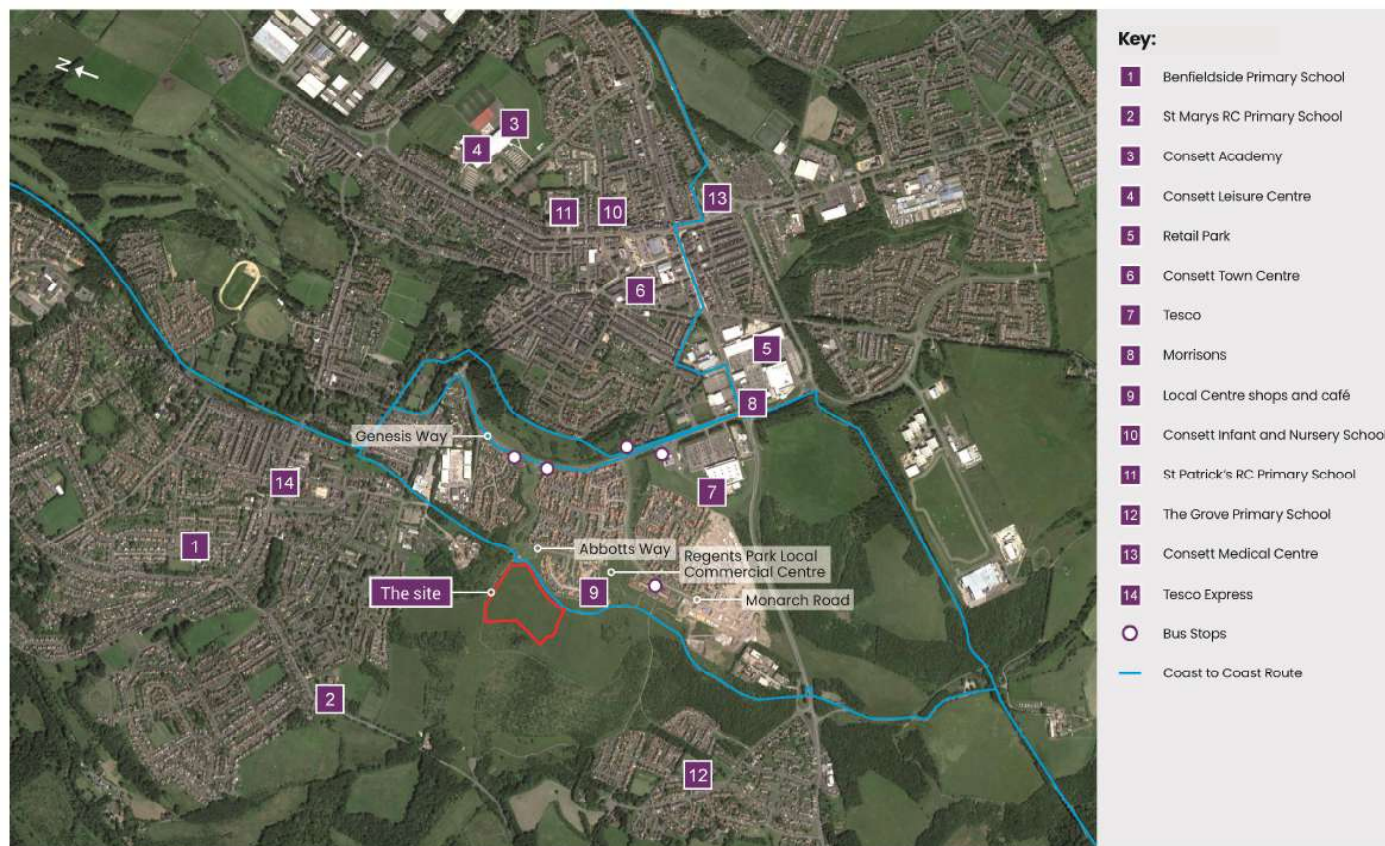
On the first map, National Cycle Network (NCN) routes are shown turquoise. NCN Route 14 (Darlington – Hartlepool – Durham – Consett - South Shields) passes approximately 200 metres to the south of the site. NCN Route 14 connects to NCN Route 7 (Sunderland – Carlisle – Glasgow – Inverness) approximately 400 metres to the West. In addition, there are several Linking Routes (shown red, gold, and purple) in the area. The NCN routes in the area have either a compacted stone or a bituminous surface.

On the second map, traffic-free cycle routes are shown green, official on-road cycle routes are shown wide blue, official cycle routes adjacent to the road are shown narrow blue and advisory on-road cycle routes are shown yellow. There are a number of cycle routes in the area.



Local Amenities

There are several 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. A new local Commercial Centre, close to the site, is currently nearing construction end and will provide mixed facilities.



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 M4(2) 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 'level access' to all dwellings.
- The provision of entrance doors and lobbies that facilitate easy access for people with disabilities and carers 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.

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 taking into account Crime prevention through Environmental design.

The following Material Planning Criteria have been taken into account 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 (including Energy efficiency, resource conservation, flexibility/adaptability).

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. The developer will work closely with the Environment Agency, Local Authority, Industry Bodies, Subcontractors and Suppliers, to develop initiatives on Environmental Management, Land Regeneration, Waste minimisation, and reducing Pollution.

The importance of sustainable construction techniques, efficient use of materials and sustainable waste management are all at the core of the developer's role as a responsible house builder.

The scheme proposes to deal with surface water retention through the use of Sustainable Urban Drainage Systems, including the provision of a Surface Water detention basin to the southern edge of the site, and open swales within the Open Space links through the site. This will ensure that levels of surface water run-off, into existing SW systems, will not exceed current levels.

Some of the measures to be incorporated within the designs will be-

- Attaining the minimum standard of 'potable water' use in accordance with the governments current 'Water efficiency Calculator for new Homes' through careful selection of water efficient fixtures and fittings.
- Provision of Water Butts.
- Low energy lighting.
- Consideration of the correct drainage strategy to reduce the impact of 'flood risk'.
- Provision of designated Refuse storage areas including waste recycling, in accordance with the current Local Authority guidelines.
- Insulating materials, doors and windows, and plumbing services etc to be specified to minimise their Global warming potential.
- Specification of low NOx gas boilers to minimise NOx emissions.
- Focus on the responsible sourcing of materials forming the building envelope, wherever possible, using current Certification schemes.

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.

Building for Life.

The Building for Life criteria have been used in this review, to demonstrate how the scheme performs according to current DCC 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 to the north-eastern boundary from an existing hammerhead arrangement on Abbots Way, which provides access into the adjacent Berry Edge and Regents Park Residential developments east of the site, and north via Monarch Road and Genesis Way, into Consett Town Centre. This will provide adequate access for a residential development of over 71 units.

Access will be to current Durham County Council standards, with a new pedestrian footpaths provided, all to approval.

The configuration of development clusters has been designed to reflect already approved development within Regents Park, whilst ensuring 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

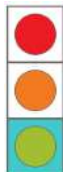


2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs, or cafes?

The scheme has a designated Public Open Space/Play Area to the north additional Public Open Space areas running throughout the site and linking footpaths to the existing C2C routes.

The site is within easy walking distance of Consett town centre and Hermiston retail park which offer a wide range of shops, public and private services, and public transport connections. These facilities are sufficient to support a development of this size and a new small commercial development is currently underway adjacent the site to the south-east.

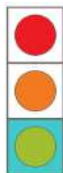
Whilst a single highway access is the only possible solution to gain access to the development site, new pedestrian connections have been introduced to the northern, eastern, and southern boundaries of the site, providing quicker links out to the existing facilities. A new pedestrian link runs through the open space areas, providing a **pleasant, safe, and overlooked** route for pedestrians, linking through the southern open space and connections to the (Consett and Sunderland Railway Path [C2C]).



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. The nearest bus stop is a hop-on hop-off service located at the entrance to St James Court, on Monarch Way. Beyond this there are bus stops along Genesis Way, and routes through the development, are well defined, safe, attractive, and most convenient routes to the bus stops.

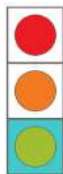


Criteria Met – Yes



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

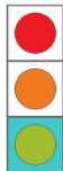
The overall housing development area has been designed to incorporate 10% affordable housing, in the form of 2-bedroom houses and bungalows, spread throughout the site phases. It is envisaged that this will be split 70% rented and 30% intermediate [shared equity/DMS]. The remainder of the 3 and 4 bedroom 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?

The scheme layout facilitates a continuous 'Green' link through the site, connecting the northern public open space areas to the southern open space, C2C, and public footpaths. 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 east and south-west.



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 site is fairly level with land to the north and west of the boundaries falling away steeply. The northern boundary also has areas of dense woodland. A key feature has been to retain and protect the existing public footways along the northern boundary, whilst providing additional barrier to noise pollution. The addition of the new landscape buffer, internal Public Open Space provision and linkages, all improve the ecological value and wildlife habitat. Dwellings along the southern, north-eastern, and north-western boundaries have been oriented to provide residents with wide ranging and open views across the countryside.



Criteria Met – Yes

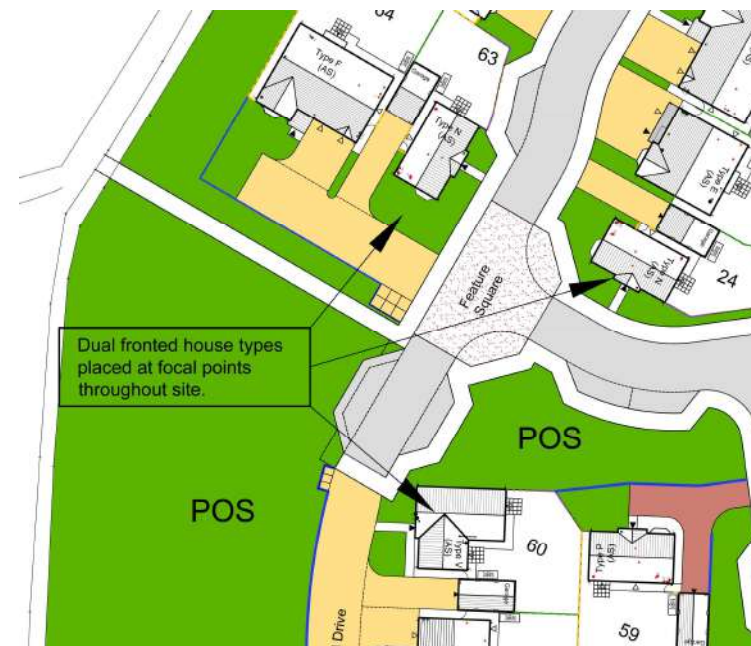
7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well.

Whilst the scheme has been informed initially by the existing site constraints, the layout revolves around a strong landscape framework. The position and area of the northern public open space has placed to retain open views to the north and west, with housing adjoining these spaces orientated to ensure they are well overlooked and safe spaces to use, whilst maximising views of the open countryside.

The addition of central landscape links, running through the site, provides for a safe pedestrian route through the development. Housing blocks have been orientated to overlook the green spaces, ensuring natural surveillance, and specific dual-aspect corner turning house types have been used to define prominent corners and vistas, and create a vibrant and active street frontage.

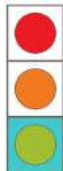


Criteria Met – Yes

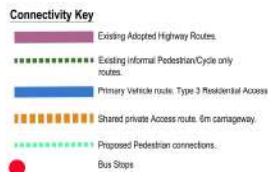


8. Is the development designed to make it easy to find your way around?

The scheme has a clearly defined primary vehicular route, from the northeastern site entrance through to the southwestern site boundary, with a secondary links into cul-de-sacs, providing for clear access to all areas of the development. The use of dual fronted corner turning house types on prominent corners provides legibility and an active street frontage.



Criteria Met – Yes

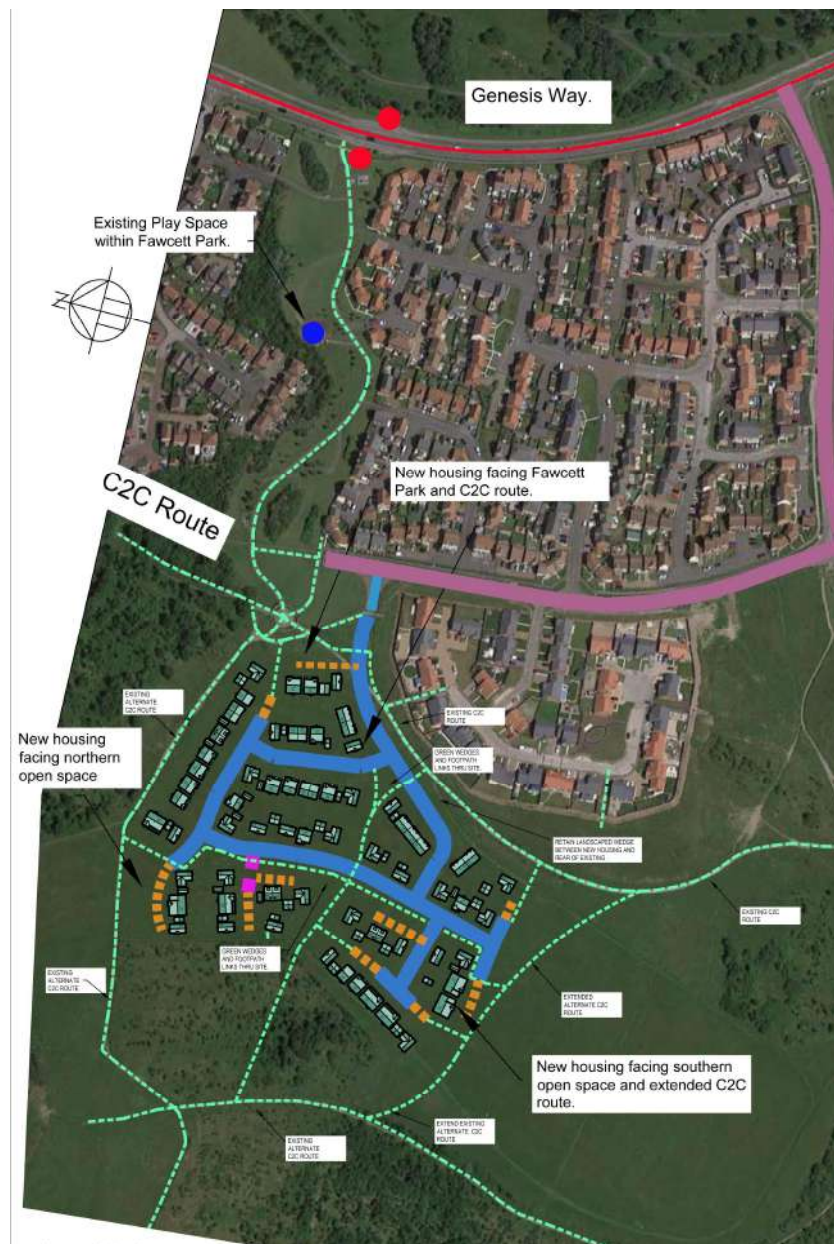


9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces.

The road pattern has been designed to avoid excessive straight runs of highway, promoting slower vehicle speeds. The main arterial routes wind their way through the development, and the use of feature junctions and variation in surface materials, provide an element of 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 Durham 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 Integral and detached garages will meet the minimum 6m x 3m internal space standards, 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 bin movement. There is a mix of front parking bays, garage access, and gable driveways, providing variation on the streetscape and reducing car dominance.



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 northern section, and running through the site, 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 near 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