

# Staindrop, Land South of Winston Road

## *Design & Access Statement*



Ben Pentreath





Staindrop village green

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I.01 INTRODUCTION

This Design and Access Statement has been prepared as part of a full planning application for:

**The erection of 72 residential dwellings (Use Class C3) associated infrastructure and landscaping**

It should be read in conjunction with the other planning documentation submitted as part of the application.



Stone façades of housing fronting the new green space.

The statement is set out as follows;

**Section 1-3**

Provides the context and background of the application and the site

**Section 4-5**

Presents the design development undertaken as part of the detailed application and details the consultation process

**Section 6-9**

Details of the proposed masterplan, architectural design and landscape approach. Provides an overview of the technical requirements and compliance of the proposals with Building for Life 12. Section 9 provides a conclusion to this document.





## 2.01 STAINDROP VILLAGE

Staindrop is a linear settlement focused around a large village green that is spilt by the tree lined A688 that passes through the settlement. Around the green and throughout the village there is an attractive mixture of 18th and 19th century houses. There are further 20th century additions on the former back lanes and at the western and eastern ends of the village. The central part of the village is a Conservation Area that was designated to protect the layout of the green and the street pattern.

The northern boundary extends to Langley Beck which also forms the boundary of the village. Beyond this lies Raby Castle's Grade II\* Registered Park & Garden, which is a designated historic park and as such considered to be nationally important. To the south, east and west the village is bounded by open countryside faced by rear elevations and gardens.

The character of the buildings in the village is largely Georgian with stone buildings ranging from one to three storeys, some rendered in pastel colours and the occasional brick building. There are a large number of bowed and bayed windows, ornamental fanlights and overlights, and a range of roof types including terracotta pantiles with stone slate lower courses and Welsh slate. More recent development from the 20th century has seen the introduction of man made materials including a significant number of concrete tile roofs.



Photos of the centre of Staindrop village



2.02 APPLICATION SITE

The planning application area comprises the land edged in red, measuring 6.7 Ha in size.

The application site, is located at the eastern edge of the village to the south of the B6274 (Winston Road). The site currently comprises of a rough pasture field and fields in arable use surrounded on all sides by existing hedgerows. There are some existing farm buildings on the site. Within the site there are a number of mature trees.

To the north and east the site is bounded by Winston Road and existing housing including properties to Langley Garth, Olivers Gardens and Grice Court. To the south the site is bounded by fields in arable use which run down to Sudburn Beck. The fields adjacent to the beck form part of the floodplain. To the west the site is bounded by fields used for pasture. The topography of the site is predominately flat.







Photos of Raby Castle, redundant buildings and masterplan showing garden proposals.

## 2.03 RABY CASTLE, PARK & GARDENS

A primary objective of this proposed development is to raise essential funds for the improvement of visitor facilities, the gardens and the re-purposing of redundant listed buildings at Raby Castle, Park & Gardens. The proposals will increase visitor numbers and public accessibility which is recognised as being a major priority for Visit County Durham and the County Council.

Raby Castle is a Grade I Listed medieval castle which dates back as far as the 11th century and is located near Staindrop in County Durham, England. It was built by John Neville, 3rd Baron Neville de Raby during the 14th century and has been the seat of the Vane family, the Barons Barnard, since the early 17th century.

The Castle is set within 200 acres of deer park and is open to the public. The park landscape (which includes the Walled Garden) is Grade II\* Registered. The first historic walled gardens were developed in the 18th Century and soon expanded to become a significant stone-walled enclosure and a number of 18th-19th Century service buildings. The garden walls and many of the buildings are now Grade II or Grade II\* Listed. The Parkland along with the Stables Cafe and shop within the Coach House are open all year round to the public. The Castle and Walled Gardens currently receive about 60,000 visitors per year.

The Castle Estate is at a turning point in its evolution and a sustainable future use is required. Developing the Castle buildings, Park and Gardens to realise its potential as a key regional asset and national tourism destination is considered to be the most appropriate use moving forward. The Castle itself is in a good state of repair due to personal investment of the Vane family however there are a number of redundant buildings which require intervention. The Estate is looking at various options including the reuse of existing buildings, additional cycle and footpath routes and the introduction of new buildings for tourism and leisure uses.

The proposals for the Castle, Park and Gardens will increase visitor numbers and public accessibility which is recognised as being a major priority for Visit County Durham and the County Council. The proposals are far-reaching and will be phased to allow for staged investment.

Raby seeks to retain its current visitors whilst also attracting new markets by interpreting its fascinating history in fun and exciting new ways.

The skilful re-use of the existing buildings and the renewal of ones that have been lost will bring a vibrance and sense of renewed propose to this extraordinary setting.

The historic uses of the various components of the site will inspire their re-use including the housing and care of carriages; the growing of flowers and vegetables and bringing them to the table; gardens laid out to provide both quiet contemplation and spaces to host concerts. Raby has a long established history of celebration and these spaces will bring the community together in new, well designed areas to continue this tradition.



2.04 HISTORIC DEVELOPMENT PATTERN

Understanding the historic settlement pattern and how Staindrop has grown is important to inform the emerging ideas and thinking for any proposed development within the village.

The oldest visible feature in Staindrop is its 'green'; a common element of Teesdale villages. Staindrop would then have been sparse but by the 18th century saw much residential development, partly due to the existence of a bustling market on the green since 1378. The green is split in two by Front Street and both sides narrow toward their ends, forming a sense of enclosure.

The large houses facing the green once had long plots of land reaching behind them into the countryside. Here coach houses and workshops were built in the 18th century accessed by narrow lanes known as 'wynds'. These buildings have since been converted into private dwellings.

Leaving the village in the east one passes 20th century ribbon development and cul-de-sacs before reaching open countryside. In the west the same occurs but to a much lesser extent.



1. Substantial 18th century houses front the North side of the village green. Smaller dwellings and outbuildings have been built in their gardens.



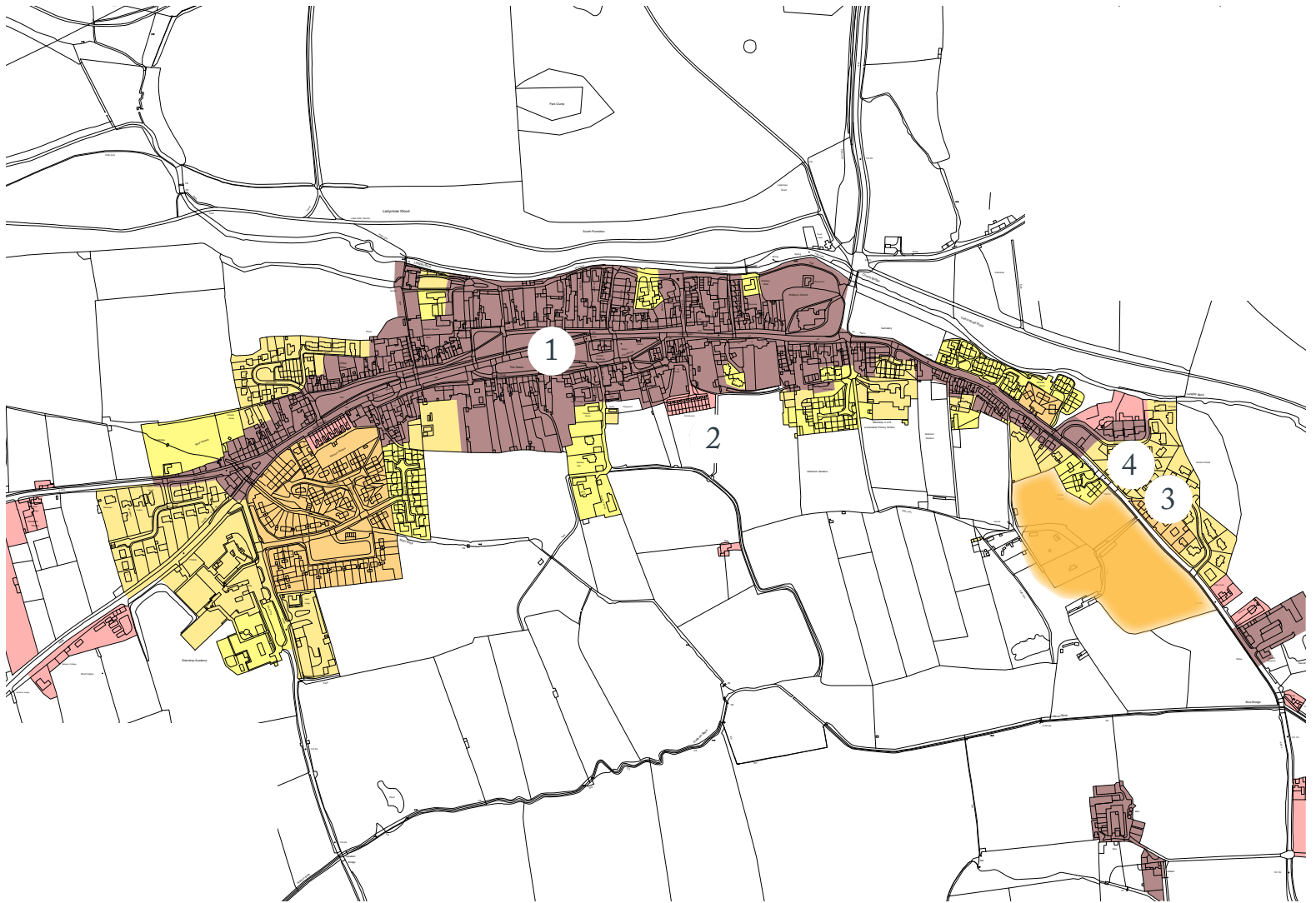
2. The 19th century saw the construction of civic architecture including the 12 Almshouses built in 1860-1 by the 2nd Duke of Cleveland.



3. A pair of inter-war houses built with locally distinctive materials.



4. A cul-de-sac of houses built in the 1990s which follow the vernacular style.



Map of Staindrop showing historic development patterns

Key

OS 1856 - 1857

OS 1914

OS 1954

OS 1975 - 1976

Post 1976

Proposed





Linear Settlement

The village is laid out in a linear arrangement consisting principally of one wide well-built street that dissects the large village green. Housing in the village is predominately inward looking, fronting the street with backs and rear gardens providing a soft edge to the countryside.



Village Green

The most striking feature of Staindrop is the generous green that runs through the historic centre. The green appears as a single entity but in reality, it's split up by roads and paths into many small individual greens, providing interest and distinctive landscape character.

### Key

- Green Spaces
- Lanes (Wynds)
- Varied Architecture
- Linear Settlement

It is important that any proposals brought forward at Staindrop complement the existing essential qualities of the village.

An analysis has been undertaken to identify some of the distinctive characteristics.



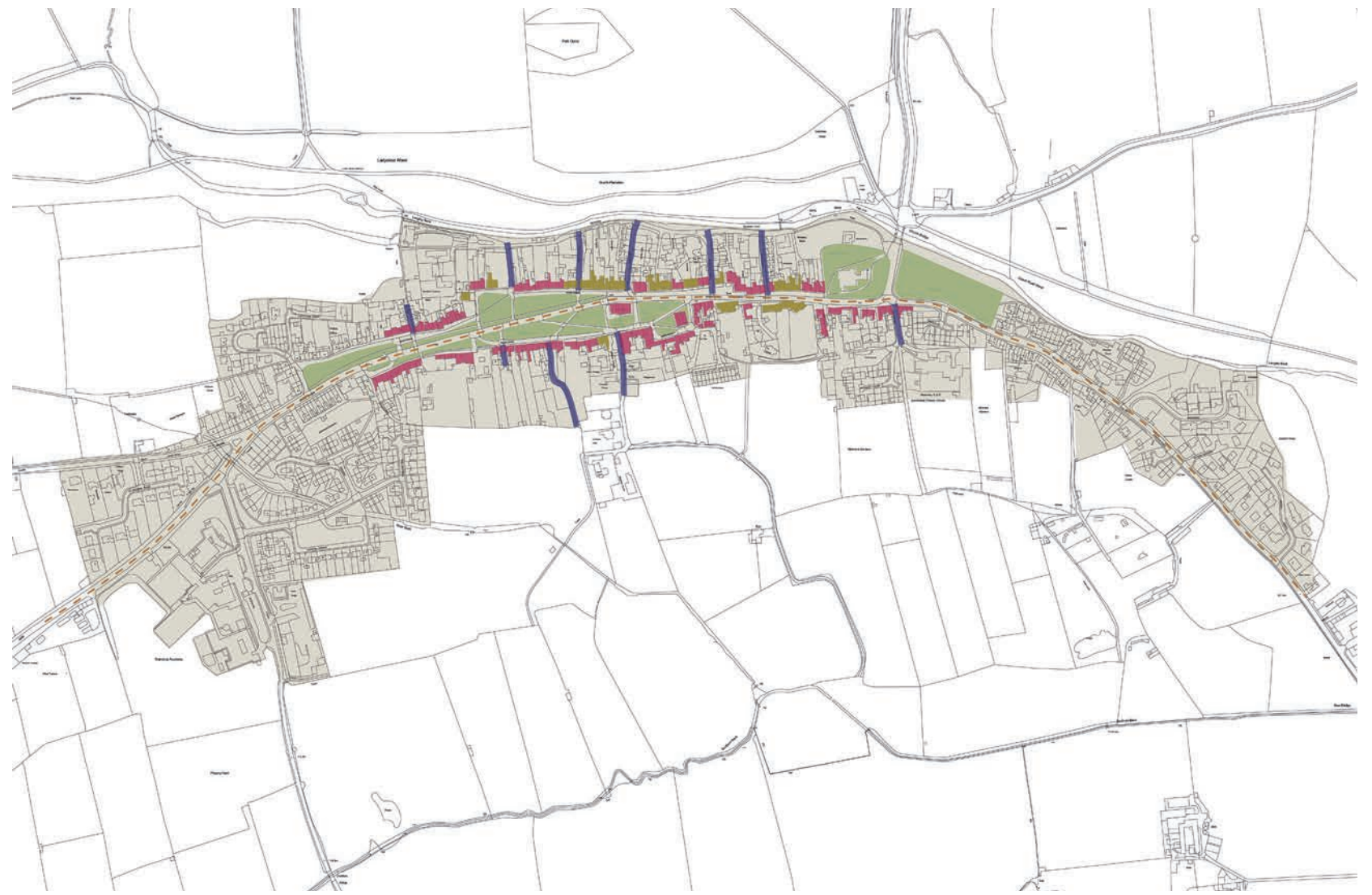
Lanes

There are many tight, north to south lanes (referred to as wynds) in Staindrop. These connect the centre of the village to the countryside surrounding it. Buildings on these include smart terraces, cottages, and workshops interspersed with stone walling.



### Varied Architecture

Staindrop has a wide range of buildings in differing styles, forms and sizes. In spite of this the character of the village is unified by its colours, quality and use of local building materials. The majority of buildings are built of warm honey coloured sandstone alongside rendered buildings in creams, yellows and soft pinks. There are a large number of bowed and bayed windows, ornamental fanlights and overlights, and a range of roof types including terracotta pantiles and slate.







**National Planning Policy Framework**

A revised National Planning Policy Framework (‘NPPF’) was published in February 2019, setting out the Government’s planning policies for England and how they are expected to be applied by Local Planning Authorities. The policies contained within the NPPF are a material consideration in the determination of this planning application.

**Achieving Well-Designed Places**

The NPPF places great weight on achieving well-designed places. Paragraph 124 notes that good design is considered a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The formation of high quality buildings and places is therefore considered ‘fundamental’ to what the planning and development process should achieve.

Paragraph 125 further emphasises that plans should, at the most appropriate level, set out a clear design vision and expectations. Design policies should therefore be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics.

Paragraph 127 asserts that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF further states at Paragraph 131 that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

**Teesdale Local Plan (2002)**

**Policy GD1: General Development Criteria** requires new development to comply with the following design principles:

- It is of a high standard of design and would contribute to the quality and environment of the surrounding area;

- It is in keeping with the character and appearance of the area in that:

a) It is designed to be appropriate in terms of form, mass, scale, layout, density and materials;

b) It has regard and is appropriate to the setting of neighbouring buildings, landscape features and open spaces of the surrounding area;

c) Landscape, natural and historic features on the site are retained and incorporated into the design and layout of the scheme; and

d) It would not result in the loss of important open spaces within the built-up areas and villages of the District.

- It would not disturb or conflict with adjoining uses;

- It would not unreasonably harm the amenity of occupants of adjoining sites,

- It is located and designed where possible to conserve energy and be energy efficient. This should include southerly orientation of buildings, limiting the size of windows on north aspects, insulation and double glazing, screening from prevailing winds, avoiding exposed locations;

- It is designed where possible to deter crime and to increase personal safety. Design will need to incorporate open, well-lit layouts which reduce high risk areas where the user is unsighted due to vegetation, alcoves or corners;

- It would not unreasonably harm the rural landscape of the area;
- It would not have a detrimental impact on archaeological sites of national importance and will take account in its design and construction of other archaeological remains and their settings; and
- Adequate landscaping is incorporated within the design and layout of the site and, where appropriate, wildlife habitats are created which should be in keeping with the natural habitats of the area.

**Policy H12: Design:** The local planning authority will encourage high standards of design in new houses and housing sites, in terms of layout and organisation of public and private open space, including meeting the needs of the disabled and elderly and the consideration of energy conservation and Local Agenda 21. Residential proposals should comply with the criteria of Policy GD1 where relevant to the development involved.

**County Durham Plan: Pre-Submission Draft (2019)**

**Policy 30: Sustainable Design:** All development proposals will be required to achieve well designed buildings and places in accordance with local guidance documents, and:

- Contribute positively to an area’s character, identity, heritage significance, townscape and landscape features, helping to create and reinforce locally distinctive and sustainable communities;
- Create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions and include appropriate and proportionate measures to reduce vulnerability, increase resilience and ensure public safety and security;
- Minimise greenhouse gas emissions, by seeking to achieve zero carbon buildings and providing renewable and low carbon energy generation, and include connections to an existing or approved district energy scheme where viable opportunities exist. Where connection to the gas network is not viable development should utilise renewable and low carbon technologies as the main heating source;
- Minimise the use of non-renewable and unsustainable resources, including energy, water and materials, during both construction and use by encouraging waste reduction and appropriate reuse and recycling of materials, including appropriate storage space and segregation facilities for recyclable and non-recyclable waste and prioritising the use of local materials;
- Provide high standards of amenity and privacy, and minimise the impact of development upon the occupants of existing adjacent and nearby properties; and
- Contribute towards healthy neighbourhoods and consider the health impacts of development and the needs of existing and future users, including those with dementia and other sensory or mobility impairments.

Landscape proposals should:

- Respond creatively to topography and to existing features of landscape or heritage interest and wildlife habitats;
- Respect – and where appropriate take opportunities to create - attractive views of and from the site;
- Reflect in the detailed design any features characteristic of the locality such as boundaries, paving materials and plant species;
- Create opportunities for wildlife including though the use of locally native species;
- Make appropriate provision for maintenance and long term management; and
- In the case of edge of settlement development, provide for an appropriate level of structural landscaping to screen or assimilate the development into its surroundings and provide an attractive new settlement boundary

Major development proposals and those which effect, 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, to ensure that:
  - a) The public realm, including new roads, paths and other rights of way, open spaces, hard and soft landscaping, boundary features and other structures, are designed to be functional, well-managed safe and durable, taking into account the lifetime needs of its users;
  - b) Convenient access is provided for all users whilst prioritising the needs of pedestrians, cyclists, public transport users, people with a range of disabilities, and, emergency and service vehicles;

c) Connections are made to existing cycle and pedestrian networks;

d) The public realm benefits where possible from natural surveillance;

e) Amenity open space is designed with regard to the local micro-climate including sunlight, shade and shelter; and

f) Private and communal amenity space is well-defined, defensible and appropriate in its design, size and location to the needs of its users.

- The manner in which the proposal responds positively to the findings and recommendations of conservation area character appraisals and management proposals; and
- Respect for, and reinforcement of, the established, positive characteristics of the area in terms of appropriate design (including pattern, layout, density, massing, features, height, form, materials and detailing).

**Policy 45: Historic Environment:** Development will be expected to sustain the significance of designated and non-designated heritage assets, including any contribution made by their setting. Development proposals should contribute positively to the built and historic environment, and should seek opportunities to enhance and better reveal the significance and understanding of heritage assets whilst improving access where appropriate.

In determining applications, particular regard will be given to the following:

- Respect for the historic form, setting, fabric, materials, detailing, and, any other aspects including curtilage, which contribute to the significance of the building or structure; and
- The retention of the character and special interest of buildings when considering alternative viable uses.

With regards to Conservation Areas, particular regard will be given to the following:

- The demonstration of understanding of the significance, character, appearance and setting of the conservation area and how this has informed proposals to achieve high quality sustainable development, which is respectful of historic interest, local distinctiveness and the conservation or enhancement of the asset;





4.01 EXISTING SITE CONSTRAINTS

An assessment of the existing site constraints was undertaken in order to understand the key considerations of the site. This included assessing the existing landscape features, the influence of the A668 and the relationship of the site with neighbouring properties.

Site Constraints Key:

- 1. Sensitive response required to neighbouring residential properties
- 2. High traffic speeds approaching from the East
- 3. Existing mature hedge row is a key landscape feature
- 4. Area identified as being susceptible to flooding
- 5. Overhead power lines cross the site from North to South
- 6. Existing mature trees on site to be retained
- 7. Proximity of the pigeon lofts is a potential constraint



Existing site constraints plan





Site opportunities plan

#### 4.02 SITE OPPORTUNITIES

Alongside an assessment of the existing site constraints consideration was given to the potential opportunities to inform the emerging design approach. This approach looked at retention and enhancement of existing landscape features, slowing traffic speeds on the B6274 and creating a layout that would successfully stitch into the village.

#### Site Opportunities Key:

1. Opportunity to enhance Eastern approach to village and slow traffic speeds
2. Existing hedge row can be retained and enhanced as a key landscape feature
3. Existing mature trees to be retained as integral landscape features
4. Potential entrance location
5. Potential drainage feature location
6. Possible creation of new Public Right of Way



The site for new housing at Staindrop is located at the far edge of the village, the design team felt that the design approach should be for housing that is 'planned' and 'designed' as a single piece of development which has a uniform and consistent language. This also applied to the layout with streets laid out using simple repeated houses types to create a cohesive appearance.

The masterplan proposals sought to compliment and integrate the existing prominent landscape features including the deciduous hedgerow along the eastern boundary and the mature trees within the centre of the site and to the southern boundary. New housing to the eastern boundary was set back with front gardens separating the buildings and the hedge. An area of public open space was created around the existing mature trees, intended as the central focus to the layout. To the southern edge new tree planting was proposed in consideration of the approach to the village from the south.

The location of the new entrance into the site was given careful consideration with regard to existing properties on the other side of Winston Road. The proposed location was selected as it was directly opposite an existing vehicular access and not facing an existing residential dwelling.



Initial proposals tested a 'planned' layout with a regular street network located around the retained landscape features.



Proposals were developed to take into account the technical constraints associated with the floodplain. Creating an area of public open space around the existing mature trees in the centre of the site was developed as an important component of the scheme.



The layout was refined in response to comments from Durham County Council (DCC) with regard to the public open space and technical design relating to highways incorporated.



An updated proposal following further landscape and highways comments from DCC.



4.04 ARCHITECTURAL APPROACH

The key characteristics that define the buildings of Staindrop have been the primary influence behind our housing design.

We have used a simple yet traditional palette of materials which are deeply rooted in the local vernacular. Honey toned sandstone and rough-cast render in a number of soft, warm tones are to be widely used. Roof coverings will match and complement the existing which are typically slate or terracotta pantiles. Double hung sash windows, stone or rendered window surrounds, projecting bays and varying door surrounds are all important design cues from the area



Typical stone fronted houses facing the new green space.



Timber sash windows of varying scales and formats are the most common type of fenestration seen throughout the village.



Doors are typically of a humble timber design with simple stone or rendered surrounds.



Housing fronting the open green space, using local stone with varying roof materials and joinery colours.

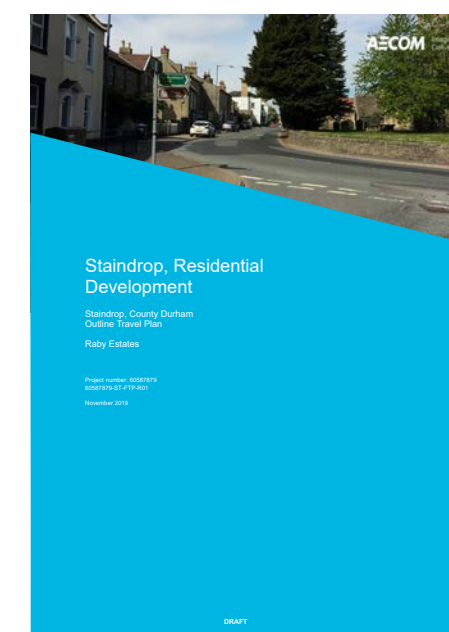


Diagram showing proposed junction design

## HIGHWAYS & JUNCTION DESIGN

A comprehensive masterplan approach to traffic calming is proposed, to deliver a slow speed, walkable and cyclable place, with traffic calming events to deliver maximum speeds of 20mph. These 'events' are not in the form of traditional highway engineered solutions such as speed humps, speed cushions, raised tables, or chicanes but are delivered by the masterplan layout in the form of junctions, pinch points and greens.

Our strategy is to provide no signage or white lining within the development in order to deliver a high-quality environment, reduce clutter, reduce maintenance liabilities and importantly to set the scene as this being a pedestrian focused place. In relation to Durham County Council's policy for 20mph speed limit signage in new residential areas (2016) the layout and form of the masterplan has been set to help deliver low speeds.



Please refer to the Transport Assessment (*front cover shown left*) submitted with this planning application for further information.





5.01 PLANNING CONSULTATION

The proposals for new housing at Staindrop have been devised in conjunction with Durham County Council (DCC) through a series of pre-application meetings. The design has been amended in response to written comments received. Below is a summary of the key feedback from the Council that has informed the submitted design proposals.

A site visit was held in June 2019 with DCC officers and members of the design team. The potential extent of development and the design approach was discussed. Following the site visit initial plans were prepared and submitted for comments.



Plan submitted to DCC in September 2019

September 2019

Initial feedback provided by Landscape officer John Day regarding the submitted plans included the following key points;

- The revised western boundary of the development is welcomed, as is the incorporation of the mature trees towards the north of the site into a good sized public open space.
- The active frontage to the south of the Public Open Space (POS) is welcomed, but this should be replicated to the north.
- Further consideration needs to be given to the garden curtilages around the POS. The lack of enclosed amenity space with the block to the north east of the POS is problematic, as is the north elevation of the nearest house without any surrounding curtilage. Boundary treatments will be important.
- The row of parking to the north of the POS will detract from the latter and should be reduced, and if possible made less regimented.
- The interspersing of small trees between parking spaces, both here and throughout the development, is not encouraged as it generally works poorly for both trees and cars. New trees should be given adequate space to grow to maturity.
- Succession planting for the large trees on the POS should be incorporated from the outset.
- The location of the block at the north east corner of the POS should be re-considered. The view along the access road should be of the mature tree, not the most urban element of the design.
- The frontage onto the B6274 does not work well either from within the development or from outside. The narrow corridor created by locating the house fronts so close to the hedge is uncomfortable, and the view from the houses would be dull. From the outside the houses would appear so close to the hedge as to give the impression of a much denser urban development than is appropriate on the approach to Staindrop. Back gardens running down to the hedge might work better.
- The angularity of elements of the layout such as the roads and the frontage onto the B6274 is uncomfortable and should be changed to curves. These must follow recommended junction radii where applicable.
- The additional hedge running round the southern and south eastern boundaries creates a green corridor, which serves no obvious purpose and creates maintenance issues. I recommend that it is removed.
- Where domestic boundaries are created that abut existing hedges it is important that close boarded fencing is not used against the hedge as this is detrimental to its health. I recommend that 1.5m high weldmesh fencing is used which will allow the hedge to grow through and be trimmed on the inside, while continuing to receive light and water. The weldmesh can be coloured green if desired. The fence must be set a sufficient distance from the centreline of the hedge to avoid damage to the hedge.
- The retention of the isolated fragment of existing hedge at the centre of the development is not regarded as essential from a landscape perspective.

The proposals were then revised to account for this feedback with refinements made to the layout including; consideration given to the area of POS and the buildings and boundaries around it, the frontage to the B6274, and the retention of existing hedgerows as boundaries. A key change was to remove the apartment building previously located in the north east corner of the POS.

Senior Planning Officer Laura Eden provided a summary of further comments relating to highways, trees and drainage as summarised below.

Highways

- The B6274 junction position and sight visibilities there from are to be demonstrated in light of actual B6274 traffic speeds, as per previous Aecom scoping note. B6274 junction to be 10m radii. Retention of the northern hedge line immediately abutting either side of the junction appears unviable in terms of sight visibility requirements.
- The angular kerb of the southern highway link is most contrived and will encourage inadvertent striking of kerbline by carriageway road users. Replace with large radius.
- Adoptable sized turning head required at cul de sac at eastern side of site. 6m radii required at turning head at northern end of site.
- Vehicle swept paths required; both of refuse vehicles and two way car movement at all adoptable carriageway sections.
- 4.8m minimum carriageway width.
- Parking provision - for assessment purposes need visitor parking spaces to be shown and spaces associated with particular dwellings to be identified. Plot numbering would be helpful to aid further comments.
- The 2 no. sections of highway within the central area will not be adopted.

Trees

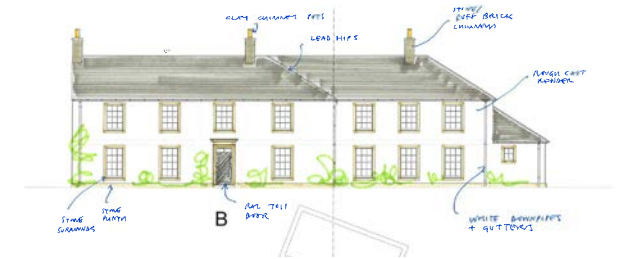
- The layout appears to accommodate the existing mature trees however any further application should include a detailed TPP and method statement and also include succession planting.

Drainage

- All shared and private surfaces to be permeable and suggested a different open space arrangement to allow for a conveyance route for SuDS through the site. Confirmation that there is no objections to SuDS in flood zone 2-3 providing the design and flood modelling meets the standards. Providing the properties themselves are in flood zone 1 they would be satisfied from a flood risk perspective. The EA would comment on changes to flood zone 2/3 and any compensatory storage requirements.



Amended plan submitted to DCC in October 2019



Materials diagram submitted to DCC in November 2019

October 2019

Revised plans were submitted in response to the collective feedback received in September. Further comments were received from landscape officer John Day.

- The large public open space is greatly improved and now makes the desired positive contribution on entrance to the site.
- Visibility splays and radii at the entrance urgently need resolution. It seems highly likely that significantly more hedge will have to be removed than is shown and there may also be a knock on effect on the number of dwellings in that vicinity. Until this is resolved the landscaping in this area cannot be determined. If hedging has to be removed to achieve visibility splays it will generally be expected that it will be replaced behind the sight lines.
- The trees between parking bays still seem unlikely to work satisfactorily.
- The location of native specimen trees requires much more thought. There are, for example, instances of these trees located in driveways.
- The southern boundary of the site is visible from Winston Road, north of Bow Bridge. It is important that the planting on this boundary softens the appearance of the development. I recommend that large trees are planted within the southern edge of the development, at least one per garden, and that their retention is required by covenant.
- The southern boundary hedge may require more gapping up than indicated on the landscape strategy plan. This, and any other new native species hedge should follow the species mix, planting details etc. given in the advice available in the downloads on the DCC website at <http://www.durham.gov.uk/haw>, except that I suggest that the blackthorn is omitted where the hedge forms a domestic boundary.
- Colleagues have issues about the design of the houses facing the road. This may have a knock on effect on the appearance from outside the site, which will need further consideration.

November 2019

A meeting was held with Senior Conservation Officer Bryan Harris to discuss the proposed architectural language. It was agreed that a planned and designed approach would feel most appropriate for the site being on the edge of the village. Working in a traditional architectural language the idea of either an Arts and Crafts approach or an Estate village language was discussed. It was agreed that a simple Estate village approach with the design of buildings taking direct influence from traditional buildings found within Staindrop would be the most appropriate for the site. Design proposals were then taken forward on this basis.



## December 2019

A meeting was held with Senior Planning Officer Laura Eden, regarding concerns DCC had raised in relation to the placement of the coach houses in relation to neighbouring houses and the associated issues of amenity and overlooking. Further comments were also discussed regarding the finished floor levels across the site in relation to the existing ground levels and the landscape approach for the southern edge.

Following the meeting additional information was submitted in respect of the coach houses, levels and landscaping. Refinements were also made to the plans in response to the comments, these included increasing the separation distances between coach houses and houses across the site.

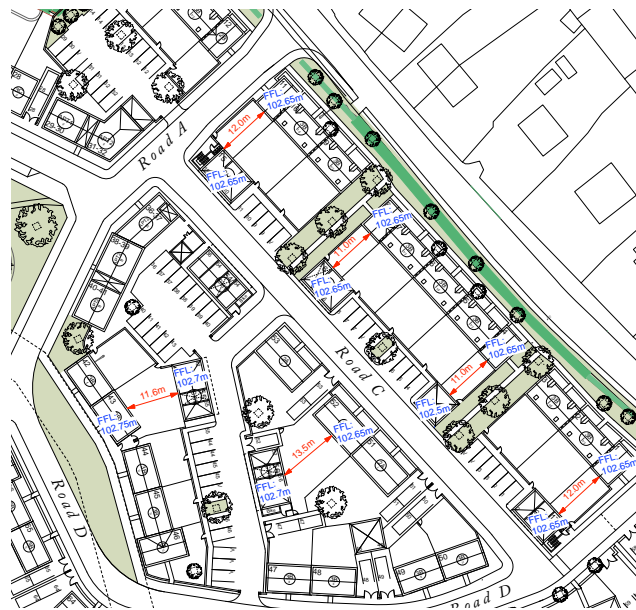


Diagram submitted to DCC showing proposed separation distances

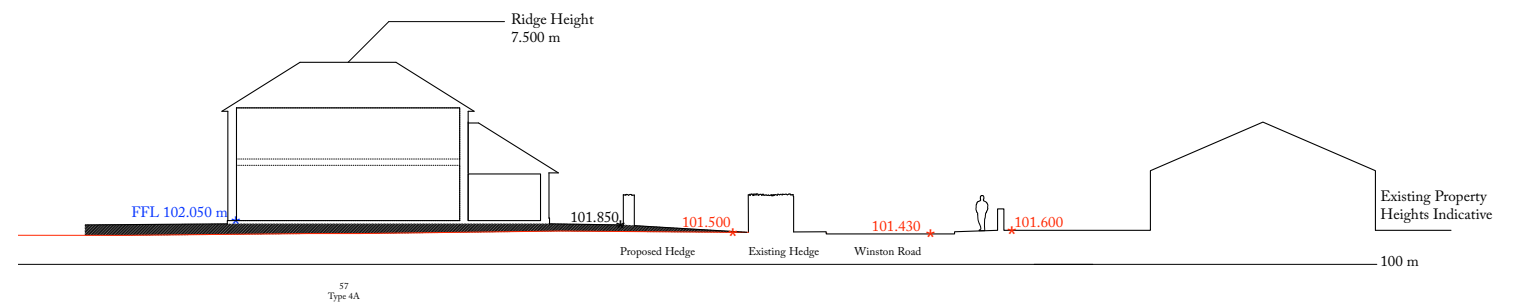
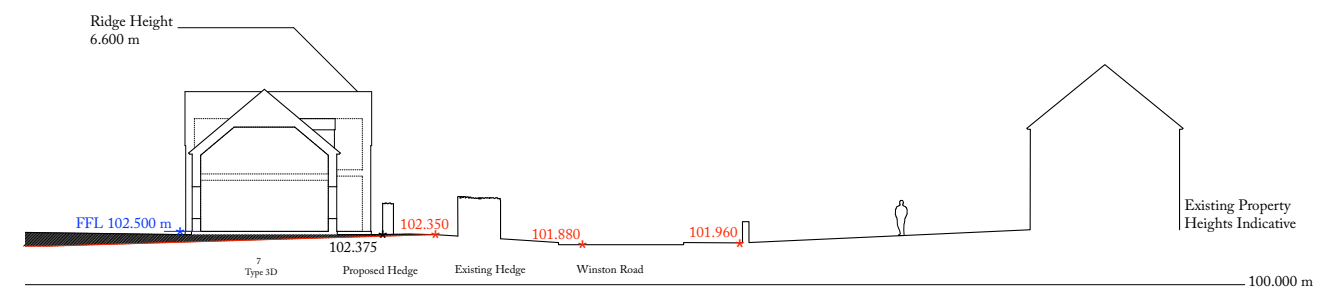
## March 2020

A final period of design review focused on the Winston Road frontage. Following feedback from DCC the terraces fronting onto Winston Road were all designed to be 1.5 storeys high and the first plot on the south east corner was changed to a single house with gable elevation to Winston Road. The southern edge was also subject to detailed design review.



During the planning consultation process, detailed consideration was given to the housing on the southern edge of the layout. with regard to the appearance on the approach into Staindrop and the wider landscape setting.

The finalised design included a tree planting strategy to help filter views of the new housing. The off-white render and predominantly slate roofs were selected for the material treatments because of their recessive qualities.



Study of existing and proposed ground levels and ridge heights to Winston Road frontage.



5.02 PUBLIC CONSULTATION

The public consultation process has comprised the following to date:

- Press release covered in the Teesdale Mercury providing details of the proposals and the consultation events to be held;
- 1,500 consultation leaflets distributed throughout local communities to residents and businesses. These provided details of the proposals and forthcoming consultation events, as well as giving details of how to submit comments;
- An initial public consultation event held at Scarth Hall, attended by 91 members of the local community;
- Two further public consultation events held at Staindrop Masonic Hall, attended by 77 members of the local community; and
- Meetings and correspondence with the Council’s officers, ward members and other relevant bodies.

The local community were generally in support of the development proposals, with:

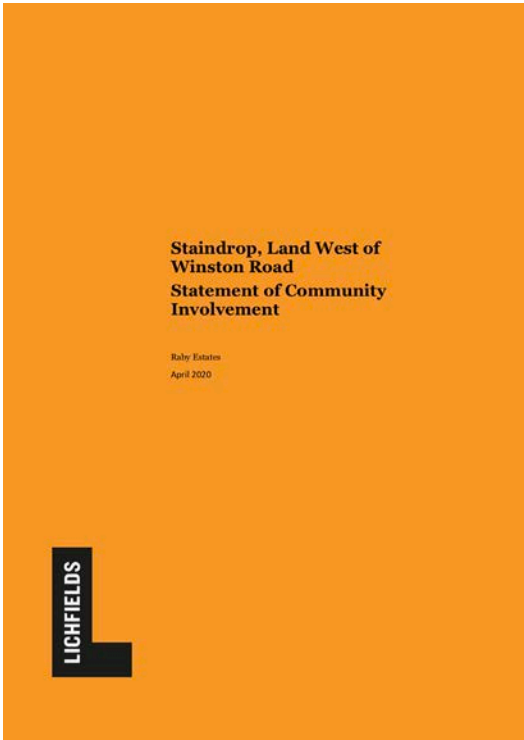
- 58% of feedback form responses in favour of new residential development in Staindrop;
- 58% of respondents in favour of the proposed housing mix;
- 64% of respondents in favour of the architectural approach taken for the residential development; and
- 64% of respondents in favour to enhance Raby Castle, Park and Gardens as a visitor destination.

Please refer to the Statement of Community Involvement submitted with this planning application (*front cover shown to right*) for full details including the following:

- Introduction
- The Process of Engagement
- Findings from the Consultation
- Responding to the Feedback
- Conclusions



Local residents at the Staindrop public consultation event



Front cover of Statement of Community Involvement document.



Introduction



Welcome

This exhibition follows events held earlier in the year as part of Raby Estate's initial engagement on proposals for the future development and repositioning of buildings at Raby Castle, Park and Gardens, the extension of Gaisford Hall and the construction of circa 75 houses at Staindrop and circa 70 houses at Gaisford respectively.

The earlier event at Staindrop provided an overview of the proposals at Raby Castle, Park and Gardens, the concept of residential development on land to the east of Staindrop, how it relates to the proposed development at Raby Castle, Park and Gardens and what the constraints and opportunities are for development in this location.

Since the event in July, the development team has been working up a design which responds to the requirements and sensitivities of the site. The revised design proposals seek to deliver a high quality residential development which will provide a positive legacy for Staindrop and the Raby Estate. The following boards provide further information on the proposed development and members of the design team are in attendance to discuss the proposals with you.



RABY



Raby Castle, Park & Gardens

Raby Castle is a Grade I Listed medieval castle which dates back as far as the 11th century and is located near Staindrop in County Durham, England. It was built by John Neville, 3rd Baron Neville de Raby during the 14th century and has been the site of the Vane family, the Barons Barnard, since the early 17th century.

The Castle is set within 200 acres of deer park and is open to the public. The park landscape (which includes the Wildlife Garden) is Grade II\* Registered. The first historic walled garden was developed in the 18th Century and soon expanded to become a significant walled enclosure and a number of 18th-19th Century walled buildings. The garden walls and many of the buildings are now Grade II or Grade II\* Listed. The Parkland along with the Wildlife Garden and deep within the Castle House are open all year round to the public. The Castle and Wildlife Garden currently receive about 60,000 visitors per year.



The Castle Estate is at a turning point in its evolution and a sustainable future use is required. Developing the Castle buildings, Park and Gardens to reflect its potential as a key regional asset and national tourism destination is considered to be the most appropriate use moving forward. The Castle itself is in a good state of repair due to previous investment of the Vane family however there are a number of redundant buildings which require intervention. The Estate is looking at various options including the reuse of existing buildings, additional cycle and footpath routes and the introduction of new buildings for tourism and leisure uses.

RABY

A selection of information boards produced for the public consultation event.



Proposed Masterplan



Proposed Masterplan

The design approach for our proposal at Staindrop is to create a carefully crafted and planned extension to the village that has the character of an Estate village. All the houses will be designed to blend with the existing built form and the surrounding landscape. The proposed plans will draw influence from the materials and colours prevalent within the village.

- The proposed housing form follows Winston Road has been designed to be a mix of 1-2 storey, 3-4 storey, 5-6 storey, 7-8 storey, 9-10 storey, 11-12 storey, 13-14 storey, 15-16 storey, 17-18 storey, 19-20 storey, 21-22 storey, 23-24 storey, 25-26 storey, 27-28 storey, 29-30 storey, 31-32 storey, 33-34 storey, 35-36 storey, 37-38 storey, 39-40 storey, 41-42 storey, 43-44 storey, 45-46 storey, 47-48 storey, 49-50 storey, 51-52 storey, 53-54 storey, 55-56 storey, 57-58 storey, 59-60 storey, 61-62 storey, 63-64 storey, 65-66 storey, 67-68 storey, 69-70 storey, 71-72 storey, 73-74 storey, 75-76 storey, 77-78 storey, 79-80 storey, 81-82 storey, 83-84 storey, 85-86 storey, 87-88 storey, 89-90 storey, 91-92 storey, 93-94 storey, 95-96 storey, 97-98 storey, 99-100 storey.
- From the new entrance, a road will open up towards the existing mature trees where we propose to create a series of public open space. Houses and apartment buildings will face onto this space.
- A single road network has been designed with a central arrangement to the existing edge of the proposed houses will face onto the road with our gardens facing buildings as a secondary frontage.
- To the west and south boundaries of the site existing buildings are proposed to be retained and enhanced with new build and new planning.
- Development of the houses will remain in the centre of the Raby Estate to ensure design and build quality is maintained throughout.



RABY



Architectural Approach

The architectural approach is that of a traditional Estate village designed in a planned and coherent manner. The buildings are characterised by simple detailing taking inspiration from existing buildings within the village. The houses and apartments will be built from local sandstone or render, picking up the local colour palette. Roads will be either clay pavements or stone with careful consideration given where each material is used. Doors and windows will be authentically detailed and well proportioned.



Illustrative view of proposed development

**Winston Road**  
A street elevation showing the proposed frontage to south side of Winston Road. The houses are predominantly 1.5 storey with small 2 storey houses with public facing onto the street at each end. The frontage to Winston Road has been designed as a single composition to achieve a calm and ordered development.



Street Elevation

RABY





6.01 LOCATION PLAN

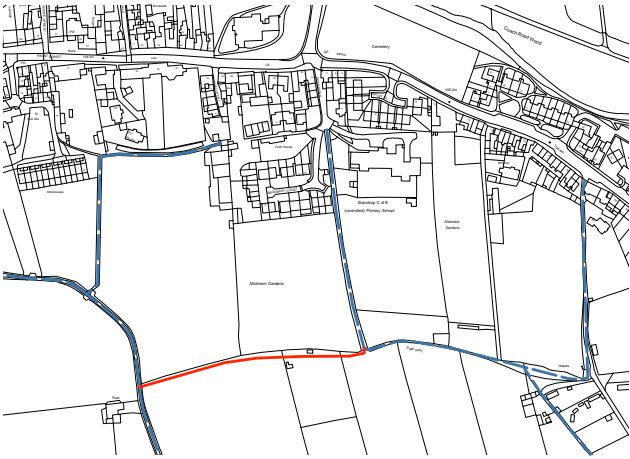
The scale and density of the proposed scheme has been carefully considered in relation to the existing buildings and historic expansion of Staindrop.

Our site on the eastern edge of the village provides a logical location for the steady organic growth of the village while also improving the approach to Staindrop from the east.

WIDER CONNECTIVITY

A new public right of way is proposed, highlighted as location 4 on the adjacent plan and shown in red on the diagram below.

The new link will help improve the connectivity of the existing footpath network. It will not only improve links to the surrounding countryside, but also offer an alternative walking route into the centre of Staindrop.



A diagram showing existing footpaths in blue and the proposed link in red.





## 6.02 MASTERPLAN

The design approach for our proposal at Staindrop is to create a carefully crafted and planned extension to the village that has the character of an Estate village. All the houses will be designed in a unified style informed by the local vernacular. The proposed palette will draw influence from the materials and colours prevalent within the village.

- The proposed housing fronting onto Winston Road has been designed to be of a smaller scale, predominately 1.5 storey houses. These are to be set back behind the existing hedge row (which will be mostly retained aside from around the new entrance location) and areas of new hedge and tree planting.
- From the new entrance, a vista will open up towards the existing mature trees where we propose to create an area of public open space. Houses and apartment buildings will face onto this space.
- A simple road network has been designed with a curved arrangement to the southern edge, the proposed houses will front onto the road with rear gardens using hedging as a boundary treatment.
- To the western and southern boundaries of the site existing hedgerows are proposed to be retained and enhanced with new hedge and tree planting.
- Development of the homes will remain in the control of the Raby Estate to ensure design and build quality is maintained throughout.



### Key

1. New Entrance from Winston Road
2. Public Open Space
3. Existing Mature Trees
4. 1.5 Storey Housing set back behind hedgerow fronting Winston Road
5. Apartment Buildings
6. Existing Field Hedges Retained and Enhanced with New Hedge and Tree planting
7. New Native Hedgerow Planting
8. SUDS Basin
9. Sub Station





An illustrative view of housing fronting the communal green space

6.04 SUSTAINABILITY

Raby Estates vision is to create a sensitive expansion of Staindrop through a complimentary, integrated and sustainable new neighbourhood.

The following section sets out how this will be achieved.

A Sustainable  
New Extension  
To Staindrop

Natural Environment



- Retain and enhance existing ecology and habitats where possible and create new ones
- Retain veteran trees, hedgerows of value and other landscape features and give them the space they require
- Connect existing and future residents of Staindrop to nature by creation of new links to footpath network

Energy and Resource Use



- Incorporate sustainable building technologies into building design
- Minimise water consumption in the home through efficient fittings and appliances, collect rainwater in gardens
- Implement low energy lighting throughout
- Provide access to charging points for electric vehicles throughout

Sustainable Building Design

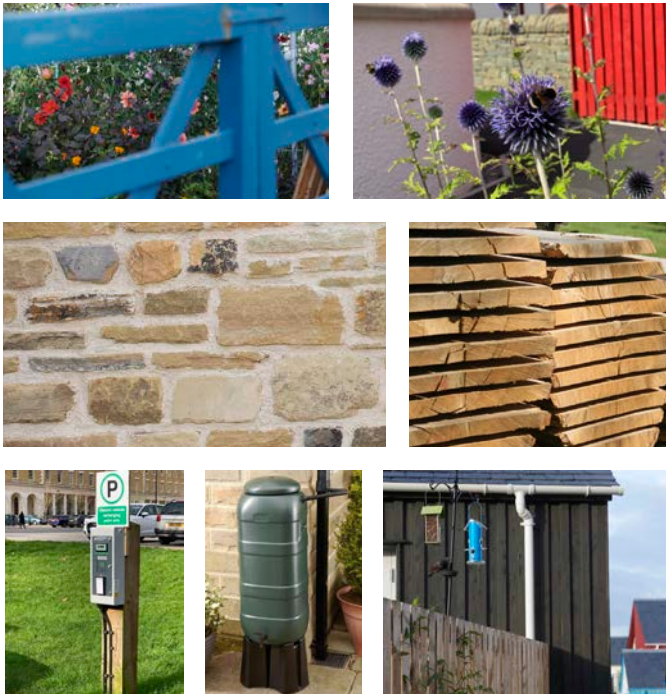


- Buildings will be designed and built to last with robust construction capable of future adaption
- The design of buildings will be informed by reducing the carbon footprint through the considered selection of construction materials and utilising an energy efficient fabric, a ‘fabric first’ approach. Further details are provided in section 7.07 Building Performance.
- Use of local materials will be prioritised, minimising the supply chains carbon footprint and promoting local architectural character
- Use local contractors and labour where possible, reducing transport requirements and supporting the local economy
- Consider modern methods of construction such as building components that can be constructed off site

Wellbeing



- Promote community cohesion and vitality
- Design the housing mix to encourage a diverse community
- Promote a close connection between residents and nature
- Create beautiful homes, buildings and spaces





6.05 SCALE

The storey heights and overall massing has been limited in order to minimise views of the proposed development from the wider environment. Apartment buildings are all two storey and the houses are a combination of two, 1.5 and single storey. All garages are to be single storey.

The elevational design of the buildings has been considered to achieve variation in the roofscape through the considered use of gables, chimneys and roof types. Subtle hierarchies in scale are also achieved by variation in floor-to-floor heights between larger and smaller houses. This design approach combined with the natural topography has resulted in a gently stepping roofscape.



Single storey housing to the north west corner of the site.

Key

Single Storey

1.5 Storey

Two Storey





## 6.06 ACCOMMODATION

A successful community has a variety of accommodation catering to a broad cross-section of society. The proposed layout seeks variety of plan form, size, scale and type immediately adjacent to one another.

The mix of accommodation type by bedroom number is illustrated on the adjacent plan. The development provides a range of house types, comprising one and two bedroom flats and two to five bedroom houses. One and two bedroom coach houses ( flats over garages) are also proposed within the parking courts.

The proposed masterplan shows 72 new dwellings in a range of house types including;

- 8 x Single storey 2-bedroom dwellings
- 5 x 2-bedroom cottages
- 29 x 3-bedroom family homes
- 11 x 4-bedroom family homes
- 2 x 5-bedroom family homes
- 7 x 1 & 2-bedroom Coach Houses
- 10 x 1 & 2-bedroom apartments

Affordable housing will be provided to meet 5% of the total housing mix as detailed on plan A-103

In accordance with the forthcoming local plan 66% of dwellings are Part M4(2) compliant. Of these 10% are suitable for the elderly and people with disabilities as they are single storey properties or ground floor flats.



Elevation along road C showing varying house types







Proposed landscape plan

The masterplan design aims to enhance the existing prominent landscape features including the deciduous hedgerow along the eastern boundary and the mature trees within the centre of the site and to the southern boundary.

New housing to the eastern boundary will be set back with front gardens separating the buildings and the hedge. An area of public open space will be created around the existing mature trees, intended as the central focus to the layout. To the southern edge new tree planting is proposed to help improve and enhance the approach to the village from the south.

Please refer to the Landscape and Visual Impact Assessment & Landscape Statement (*front covers shown below*) submitted with this planning application for full details.





6.08 BOUNDARY TREATMENTS

The boundary treatments and in particular planted plot frontages are an important component of the intended character. Low planting, grass verges or mixed hedging are proposed to the frontage of the majority of the housing to soften the street scene and encourage biodiversity.

A variety of front and rear garden boundary treatments are proposed, including stone, rendered walls and hedging. Rear garden boundaries between houses not visible from the public realm will be in hit and miss timber fencing.

Key

Local Rubblestone Walls

Rendered Walls

Timber Fencing

Front Boundary Hedge

Hedge Wire Mesh Fence

Existing Hedge

Proposed Hedge



6.09 ARCHITECTURE & PROPOSED STREET SCENES

The architectural approach is that of a traditional Estate village designed in a planned and coherent manner.

The buildings are characterised by simple detailing taking inspiration from existing buildings within the village. The houses and apartments will be built from local sandstone or render, picking up the local colour palette. Roofs will be either clay pantiles or slate with careful consideration given where each material is used. Doors and windows will be authentically detailed and well proportioned.



1.  
A street elevation showing the proposed frontage to south side of Winston Road. The houses are 1.5 storey with gables facing onto the street at each end. The frontage to Winston Road has been designed as a single composition to achieve a calm and ordered elevation.



2.  
View of terrace of cottages facing onto the linear green space. The materials are a rendered wall finish with slate roof tiles.



3.  
Elevation along Road B of stone fronted houses facing the open green space. The building on the right hand side houses 4 apartments.







6.10 MATERIALS

A simple material palette is proposed drawn from local precedent. Walls will be either local rubblestone or rough cast render (through render). Slate or clay pantiles will be used for roofing. Chimneys will be either brick or rendered.

The material approach has been carefully considered to achieve a calm and unified appearance, deeply rooted in the Staindrop local aesthetic.



*clay pantiles*



*slate roof tiles*



*rendered walls*



*local stone walls*

Key

- Stone With Slate Roof
- Rendered With Slate Roof
- Stone With Pantile Roof
- Rendered With Pantile Roof



Proposed materials plan



Selected tones for rough cast rendered buildings

## 6.11 COLOUR PALETTE

The rendered walls and joinery will use a carefully selected palette of colours in order to achieve a coherent colour scheme across the site.

The rendered buildings will be in a range of warm stone tones to complement the existing stone and rendered buildings of the village.



Render tones to complement local stone buildings



Elevation of Road A facing south east with Winston Road on the far left hand side.











7.01 PARKING STRATEGY

Car parking will be provided in a combination of garages, curtilage spaces, off-street spaces and on-street visitor spaces. The site is located close to public transport routes, providing alternative choices to travel by private car.

- One bedroom dwellings are provided with one space.
- Two and three bedroom dwellings are provided with a minimum of 2 spaces.
- Four bedroom dwellings are provided with a minimum of 3 spaces.
- All four bed houses are provided with a garage along with the majority of three bedroom houses. Garages are sized to be 6m x 3m internally.
- 21 visitor parking spaces have been provided across the site.
- In addition all flats are provided with one covered cycle space in communal stores. All houses have sufficient garage or garden space for bike storage.

Key		Spaces
	Allocated Uncovered (Houses)	85
	Allocated Garages & Car Barn (Houses)	44
	Allocated Uncovered (Apartments)	18
	Allocated Car Barn (Apartments)	6
	M(4)2 Compliant Spaces	7
	Visitor Spaces	19



Proposed parking plan



7.02 REFUSE & RECYCLING

Refuse vehicles will enter the site via the new junction at B6274 Winston Road. The layout has been designed to ensure a network of streets which enable the easy circulation of refuse vehicles and the collection of waste.

The internal layout has been arranged so that refuse can be easily stored in gardens, bin stores or within the curtilage of each dwelling with easy access to the public realm, so that bins can be readily positioned for collection.

Refuse for flats is stored in communal bin stores located in refuse stores which will avoid large areas of refuse storage cluttering the principal areas of public realm but still allow easy access for collection.

Key

Bin Lorry Route

Householder Bin Storage Area

### 7.03 DRAINAGE STRATEGY

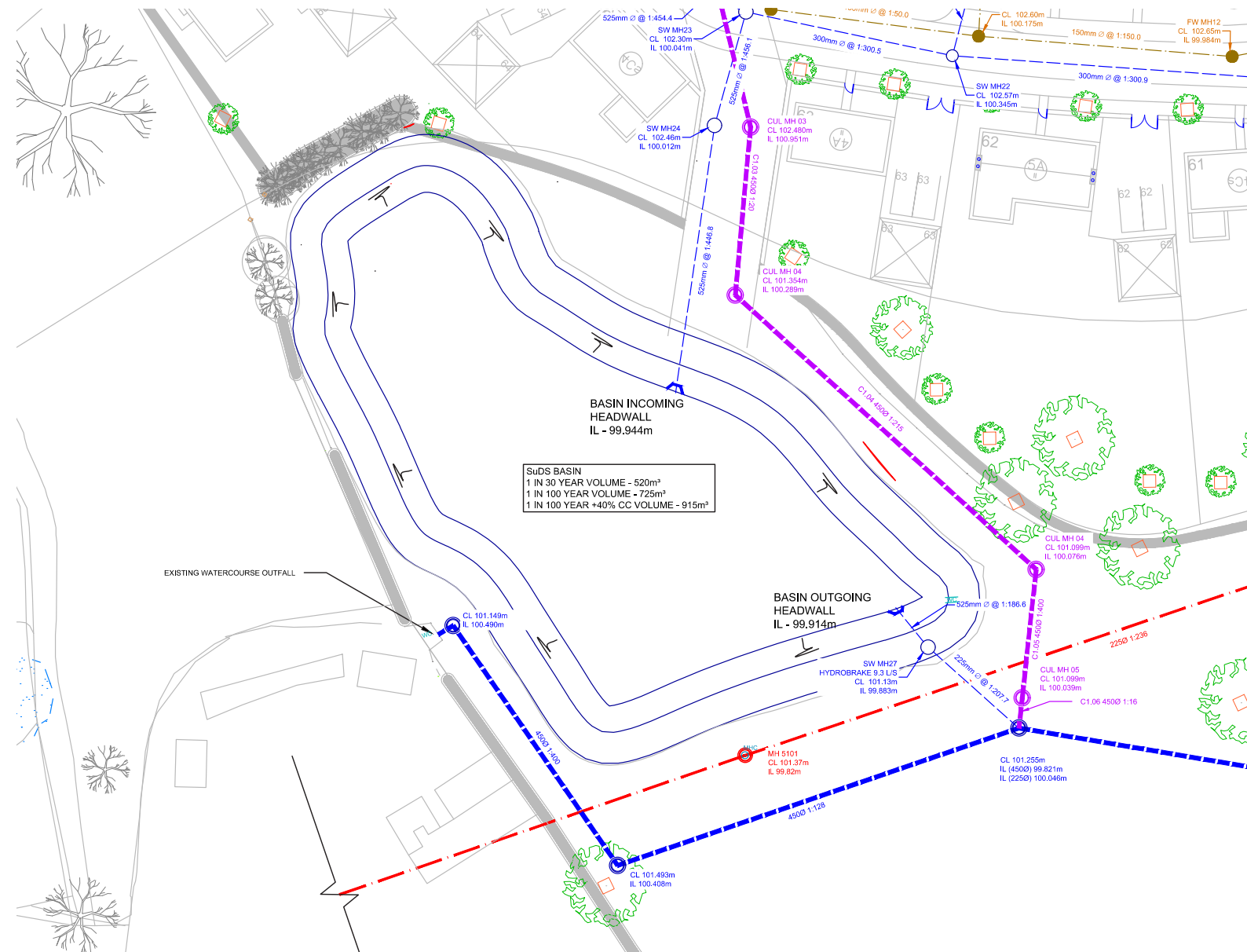
The surface water management strategy for the site has been designed in accordance with the NPPF and Durham County Council's drainage planning policies.

The surface water drainage is restricted to the existing greenfield runoff rate from the site prior to development and surface water storage has been provided, in the form of a basin to the south west, to ensure rain storm events up to and including the 1 in 100 year with an allowance for climate change are contained on site.

Surface water quality treatment is provided using sustainable drainage systems including permeable paving to private drives and accesses and the use of the surface water storage basin.

Two existing culverted watercourses will be diverted and improved as part of the works to ensure the current surface water drainage systems continue to operate as existing.

For the foul water drainage strategy, the site is to drain to the existing Northumbrian Water combined sewer within the Winston Road. Northumbrian Water has confirmed a connection is permitted into their network subject to capacity improvement works.



Proposed SUDs basin design



7.04 SERVICES

Following assessment of the Northern Powergrid utility plans it has been established that there is existing overhead 20kV electric apparatus crossing east to west through the centre of the site. There is also an overhead 20kV electric apparatus junctioning from this service running from the centre of the site towards the southern boundary. Low voltage overhead apparatus also run along the western verge of Winston Road which continues into the northern position of the site. The proposals are to divert the existing overhead services.

An electrical substation is proposed in the north-eastern corner of the site to service the new housing. The small, single storey building will use a simple palette of materials with off white render and a slate roof that will compliment the proposed housing.

Following assessment of the British Gas utility plans it has been established that there are is a low pressure gas main which runs along the eastern side of Winston Road.

The Northumbrian Water record plans show a 6” distribution water main running along Winston Road and is entirely outside of the site boundary and therefore public water mains will not need to be diverted.

The British Telecom service record plans show that telecoms apparatus run within the western verge of Winston Road. Lowering of this service may be required at the proposed vehicular access into the site.

#### 7.05 LIGHTING

The street lighting will be designed in accordance with industry standards, guidance and recommendations in order to provide an adequate level of illuminance for security, safety and amenity throughout the site, whilst limiting obtrusive light, over-lighting and energy consumption.

The significant sources of lighting for the operational phase of the proposed development will be as follows:

- Street lighting to the site access;
- Street lighting associated with pedestrian, cycle and vehicular routes throughout the development;
- Lighting to the private footpaths and car parking courts.

The street lighting for the site has been designed in accordance with BS 5489 / BS EN 13201.

The lighting strategy will be designed to minimise light spill, glare and sky glow to respond to the ecological, landscape and heritage constraints of the development site.



Traditional style street lighting

#### 7.06 SECURE BY DESIGN

Consideration has been given to ensure the layout adheres to Secured by Design principles as outlined below.

Movement routes are visually open, direct and well used. Routes are overlooked by properties and windows have been added to side elevations where possible to achieve natural surveillance.

Defensible space is well defined by hedges and planting to front boundaries.

Property boundaries are well defined through the use of 1.6m high walling and fencing to side and rear public boundaries.

Passive surveillance opportunities are enhanced throughout including to the rear parking courts where 'active rooms' with windows overlooking the parking courts have been located.

Suitable lighting will be provided across the development.

Community areas and public spaces such as the green spaces are overlooked by adjacent housing.

Specification of doors and windows will give careful consideration to the security of the dwellings.

#### 7.07 BUILDING PERFORMANCE

In preparing the proposed scheme, the aim has been to create a sustainable neighbourhood that minimises the impact of the development on the site and its surroundings by incorporating measures as set out in the Sustainability Strategy (refer to section 6.04) and Building for Life assessment (refer to section 8).

At the detailed design stage of the scheme, a 'fabric first' approach will be adopted which aims to optimise the performance of the components and materials that make up the building fabric itself. This can help reduce capital and operational costs, improve energy efficiency and reduce carbon emissions. A fabric first method can also reduce the need for maintenance during the building's life.

The proposed dwellings will be designed to have high standards of energy efficiency, by limiting the heat loss across the building envelope and optimising natural ventilation, in order to minimise the overall energy demand in accordance with the requirements of the Building Regulations Approved Document and Part F – Ventilation and Part L - Conservation of fuel and Power.

It is intended that SAP calculations are undertaken as the detailed design progresses so that options to improve the SAP rating can be explored.







Housing flanking the site entrance from Winston Road

8.0 BUILDING FOR LIFE 12




Building for Life 12 is a government-endorsed industry standard for well designed homes and neighbourhoods. It is based on 12 questions designed to assess the quality of proposed and completed developments. A ‘traffic light’ system is used to score developments with 9 ‘greens’ required to achieve ‘Built for Life’ accreditation.




As part of the planning pre-application process it was agreed with Durham County Council Officers to assess the proposals at Staindrop using Building for Life 12.

The proposals achieve 12 ‘greens’, the analysis and assessment of which is detailed below.




ITEM	QUESTION	INITIAL ASSESSMENT	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?	<ul style="list-style-type: none"><li>• New vehicular connection to B6274</li><li>• Provision of new footpath to enhance existing network and improve connectivity to centre of the village</li><li>• Creation of new footway on south side of B6274 within the site</li><li>• Layout designed to encourage pedestrian permeability and access</li><li>• Link to surrounding footpaths</li><li>• Improvement to other footpaths on land within control of Raby Estates</li></ul>	<div></div>
2. Facilities & Services	Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés?	<ul style="list-style-type: none"><li>• Pedestrian links provided to centre of village which has a primary school, Academy, shops, pubs and other facilities</li><li>• Areas of informal public open space included throughout the layout</li></ul>	<div></div>
3. Public Transport	Does the scheme have good access to public transport to help reduce car dependency?	<ul style="list-style-type: none"><li>• X75 Darlington to Barnard Castle bus service stops in Staindrop. Other services offer direct links to Cockfield, Ingleton, Haughton &amp; Bishop Auckland.</li><li>• Bus stop is a short walk from the site</li></ul>	<div></div>



ITEM	QUESTION	INITIAL ASSESSMENT	SCORE
4. Meeting local housing requirements	Does the development have a mix of housing types and tenures that suit local requirements?	<ul style="list-style-type: none"> <li>• A mix of 1 bed to 5 bed properties are proposed for the site</li> <li>• These are in a range of types including flats, coach houses and houses.</li> <li>• Tenure types to be agreed</li> <li>• Affordable housing will be provided to meet 5% of the total housing mix as detailed on plan A-103</li> <li>• In accordance with the forthcoming local plan 66% of dwellings are Part M4(2) compliant. Of these 10% are suitable for the elderly and people with disabilities as they are single storey properties or ground floor flats</li> </ul>	          
5. Character	Does the scheme create a place with a locally inspired or otherwise distinctive character?	<ul style="list-style-type: none"> <li>• The proposed layout, landscaping and architectural approach draws closely on the existing character of Staindrop</li> <li>• The proposed architectural approach takes influence from a traditional estate village. The design also references the scale, quality and detailing of 18th and 19th century architecture found in the village</li> <li>• Key characteristics that have influenced the layout include; provision of greens, stone walling and the incorporation of existing landscape features</li> <li>• Materials shall include warm honey coloured sandstone, and render in creams and off-whites. Roof types shall include terracotta pantiles and slate</li> </ul>	
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 micro-climates?	<ul style="list-style-type: none"> <li>• The site is an enclosed field with relatively flat topography. The existing hedgerow boundaries are to be retained and reinforced with areas of new hedge</li> <li>• New tree planting is proposed to filter views of the new development on the approach to Staindrop from the south east</li> <li>• There are existing mature trees on the site that shall be retained as a focal point of the layout</li> <li>• Existing and proposed wildlife habitats have been considered as part of the comprehensive ecology strategy and integrated into the Site Plan</li> <li>• Drainage and rainwater design shall be considered and fully integrated into the layout in the form of a suds basin</li> </ul>	

ITEM	QUESTION	INITIAL ASSESSMENT	SCORE
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?	<ul style="list-style-type: none"> <li>• The design of the roads and location of buildings has been considered together to ensure streets are well defined and legible with good frontage</li> <li>• Principally this has been realised in the form of a perimeter block structure</li> <li>• The layout, width of streets and separation of building frontages has been considered to reference the existing street character of Staindrop</li> <li>• A street hierarchy has been considered using secondary and mews lanes</li> <li>• Buildings shall be designed to facilitate good passive surveillance throughout the site</li> <li>• Where mews lanes are proposed for parking these will be populated by coach houses or have housing located to provide surveillance</li> <li>• Gables that front onto a street shall contain windows, blank gables to the public realm shall be avoided</li> </ul>	
8. Easy to find your way around	Is the scheme designed to make it easy to find your way around?	<ul style="list-style-type: none"> <li>• A legible layout has been designed with a clear street hierarchy</li> <li>• The street network provides clear views to connecting streets</li> <li>• Focal buildings shall be designed that assist with orientation</li> <li>• Alternate North- South and East-West routes are provided across the masterplan to encourage permeability</li> </ul>	
9. Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	<ul style="list-style-type: none"> <li>• The layout is designed to achieve a 20mph zone across the site</li> <li>• Highway features including shared surface areas, narrowings and transition strips are proposed to ensure adequate traffic calming at appropriate intervals to achieve this</li> <li>• Traffic calming features shall be effective yet subtle and not detrimental to the intended character</li> <li>• Mews lanes will be shared surface areas</li> <li>• A comprehensive hard landscaping strategy will be developed to select materials that assist with achieving a 20mph zone and create a safe a legible vehicular and pedestrian movement network</li> <li>• Building frontages will actively contribute to the street providing natural surveillance. In the Mews lanes this will be in the form of coach houses with living space located above garages with overlooking windows</li> </ul>	



ITEM	QUESTION	INITIAL ASSESSMENT	SCORE
10. Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	<ul style="list-style-type: none"> <li>• An appropriate level of car parking shall be provided to meet the council's parking standards</li> <li>• A mix of car parking solutions are proposed across the site including on plot parking, street parking, and mews lane parking</li> <li>• Mews parking has been limited to a smaller number of spaces and will be laid out so as to be overlooked</li> <li>• Parking within Mews lanes will be clearly demarcated. The method of demarcation will be determined as part of the hard landscape strategy</li> <li>• Routes from parking spaces to properties shall be carefully considered as part of the detailed masterplan development process</li> </ul>	
11. Public and private areas	Will public and private spaces be clearly designed and designed to be attractive, well managed and safe?	<ul style="list-style-type: none"> <li>• A palette of boundary treatments has been developed as part of the detailed design process to ensure clear demarcation between public and private space</li> <li>• Boundary treatments are appropriate for the status of the building/ space they belong to</li> <li>• Care shall be taken with the elevational design to ensure there is good natural surveillance from buildings across both public and private spaces</li> <li>• The layout shall provide a variety of open space. The detail of this shall be developed as part of the masterplan development process</li> </ul>	
12. External storage and amenity spaces	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	<ul style="list-style-type: none"> <li>• A comprehensive refuse strategy including the storage of bins on plot shall be considered as part of the detailed masterplan development process</li> <li>• Garages will be a minimum of 6x3m in order to fit a modern family car</li> <li>• Gardens are appropriately sized for the corresponding property and sufficient for external storage</li> <li>• All flats are provided with one covered cycle space in communal stores</li> <li>• All houses have sufficient garage or garden space for storage</li> </ul>	







Illustrative view showing housing fronting the communal green space

#### 9.01 CONCLUSION

The proposals for Staindrop will deliver an exemplar housing development and provide essential funding for the improvement of visitor facilities and infrastructure at Raby Castle.

The architectural approach is that of a traditional Estate village designed in a planned and coherent manner.

The connections and relationship of the site to the countryside beyond and integration with the existing village are also of utmost importance.

Considered use of materials, bespoke architectural detailing and a strong emphasis of landscape is proposed to provide visual interest, high quality street scenes and a pleasing environment for future residents and visitors.