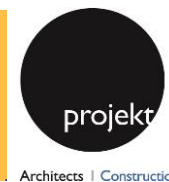


Design and Access Statement

Proposed Aldi Foodstore, Glen Street, Hebburn – August 2015



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SECTION 1: Introduction

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people (NPPF paragraph 56). Design and Access Statements are a key part of the planning process in promoting better quality and more sustainable design in development.

This Design and Access Statement has been prepared in support of a detailed planning application for an Aldi foodstore with associated vehicular, pedestrian and cycle access, car parking and landscaping at Glen Street in Hebburn town centre.

The proposed development comprises the erection of a foodstore of 1,658sqm gross external floorspace (1,596sqm gross internal) and 1,125sqm net sales area with 70 associated car parking spaces of which four are accessible bays and seven are parent & child bays. The scheme includes structured landscaping and tree planting to the site boundaries. The scheme includes relocation of a sub-station.

This statement should be read in conjunction with the accompanying plans and reports submitted with this application.

SECTION 2: Site and surroundings

The application site is within the defined town centre of Hebburn. The site comprises the recently cleared former Glen Court and Kensington Court residential blocks, the existing vehicular access from Glen Street into the town centre car parking area and the raised planters to Station Road.

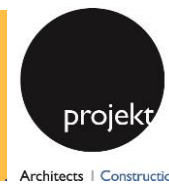
The north boundary of the site is formed by Glen Street beyond which is The Glen Primary Care Centre and Victoria Medical Centre. The east boundary is Station Road with the town park beyond. The west boundary is the existing access into the town centre car park and car parking area associated with the community hub, and the south boundary is formed by the post office and the rear delivery area for Asda.

The application site is rectangular in shape with the red line boundary, including the area to relocate the sub-station, extending to 0.49 hectares. The majority of the site is cleared and open with timber kick rail fences to the boundaries. There are some existing trees to the middle of the site and the south west boundary. The raised planters to Station Road are quite substantial, made of red brick and standing approximately 0.75 metres high.

The site is in a visually prominent location at the junction of Station Road and Glen Street. The junction is one of the main vehicular junctions providing access to the centre. The Metro station is also located to the north of the site along Station Road so it is also a key pedestrian route to the centre.



Existing Site Plan



SECTION 3: Planning and design policy

National policy

The National Planning Policy Framework (March 2012) states a core principle of planning is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17).

It is important to plan positively for the achievement of high quality and inclusive design for all developments, including individual buildings, public and private spaces and wider area development schemes (paragraph 58).

Planning policies and decisions should aim to ensure developments:

- 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;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- respond to the local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping (paragraph 58).

Local policy

The policies relating to design are contained in South Tyneside Council's Local Development Framework Core Strategy (June 2007), the Local Development Framework Development Management policies (December 2011) and the Hebburn Town Centre Area Action Plan (October 2008)(AAP).

Core Strategy policies

- ST2 promotes the highest standards of design, environmental sound practices (including on site generation of renewable energy), gives priority to alternative modes of transport, addresses the need to design out crime and eliminate the fear of crime.

Hebburn AAP

- H1 seeks to reinvigorate Hebburn as a popular and sustainable town with a good quality shopping centre in an attractive environment;
- H2 promotes the regeneration of Hebburn with new retail development of the highest standard of urban and sustainable design.

Development Management policies

- DM1(A) seeks to ensure developments are designed to convey sensitive consideration of their surroundings;
- DM1(B) aims to ensure developments are acceptable in respect of any impact on residential amenity;
- DM1(C) ensures development replaces existing landscaping and provides well designed external space.

SECTION 4: Site context and design principles

In accordance with national and local planning and design policies, the design approach to the site responds to the site and its surroundings. To determine this, the issues and opportunities were identified as:

ISSUES	OPPORTUNITIES
Development is to be of a scale and massing to reflect the existing surrounding buildings	Maximise the re-use of previously developed land and assist in the regeneration of Hebburn town centre
The site is in a visually prominent location at the junction of Station Road and Glen Street	Provide a foodstore in a highly sustainable location for the local community that reflects the scale and function of Hebburn
Pedestrian access points into the site and connectivity with the shops and facilities in Hebburn centre	Create new jobs for local people
Potential conflict between vehicles, pedestrians and cyclists arriving at the site and within the car park area	Ensure the foodstore is accessible to all users arriving at the store by a choice of means of transport
Protecting the residential amenity of properties on Glen Street and Station Road	Create a visually attractive building that complements the surrounding buildings and positively contributes to the street scene
Elevation treatment of the proposed store to reflect the position of the site relative to Hebburn Community Hub	Create a number of pedestrian access points into the site for permeability
Relocation of the existing sub-station on the site	

Photographs taken of the site in July 2015.



Looking south across the site from the corner of Glen Street and Station Road



Looking north east across the site from the car park of Hebburn Hub towards Station Road

SECTION 5: The proposed scheme

Use

The proposed development for Hebburn is a single storey Aldi foodstore with vehicular, pedestrian and cycle access, car parking and landscaping. It also includes the relocation of an existing sub-station. The principle of a foodstore on the site fulfils the Council's stated aspirations for additional convenience retail provision in the town centre. It would assist in the on-going regeneration of the centre by broadening the range of shops and improving the vitality and vitality of the centre.

The proposed opening hours of the store are 0800 to 2200 hours Monday to Saturday and for six consecutive hours between 1000 and 1800 on Sundays. The trading hours are compatible with the adjacent land uses.

A Noise Assessment has been undertaken which concludes 24 hour deliveries would not have an adverse impact on residential amenity with the inclusion of a 2m solid, close boarded timber fence along the western perimeter of the loading bay. This assessment is submitted with the planning application.

A Transport Assessment has been carried out to ensure vehicle movements associated with the proposed use can be accommodated safely within the vicinity of the site. An assessment of pedestrian connectivity with other town centre uses, public transport connections and the residential community demonstrates the use is acceptable.

Amount

The proposed Aldi foodstore is of modest scale which matches the shopping function of Hebburn town centre. Generally, customers are within a five minute drive time although from comments made during the public exhibition, it is clear residents are currently travelling to existing Aldi stores in Pelaw, Howdon and South Shields. Aldi foodstores do not provide a 'one-stop-shop' for customers as there are various products which the store does not sell. Aldi therefore complements the existing shops and services in the town centre.

The proposed foodstore is 1,658sqm gross external area (1,596sqm gross internal area) with a net sales area of 1,125sqm. The areas within the store not accessible to the public include the warehouse and staff and office facilities. The application site is 0.49 hectares which accommodates the store and a total of 70 car parking spaces.

Access and layout

The proposed site layout is informed by the site context and design principles as identified in Section 4 of this report, together with feedback received from the local planning authority through the pre-application enquiry process. Full details are provided in the Statement of Community Involvement submitted with the planning application.

The existing access from Glen Street is utilised for vehicular access and also provides pedestrian and cycle access to the proposed development. Additional pedestrian and cycle access points are available from the corner of Glen Street / Station Road, from the east adjacent to the post office on Station Road, and also from the town centre car park access road to the west. The aim is to provide connectivity to the existing shops and facilities in Hebburn town centre. Service vehicles use the main vehicular access from Glen Street and manoeuvre within the site to reverse into the loading dock to the west elevation of the store. The vehicles then exit in forward gear via the main access.

The positioning of the store has been challenging and responds to the site being at a visually prominent corner location. There is also a requirement to provide active frontage to the street as well as ensuring customers understand the site layout with clear visibility into the site and prominence of the store entrance.

With the customer entrance and shop front to the east elevation of the proposed store, the car parking area has been laid out to wrap around the north and east elevations of the building. The store entrance will be clearly visible to pedestrians approaching from each of the pedestrian access points.

With the store entrance and shop front to the east elevation, the service area is to west elevation of the store, to ensure deliveries can be made with minimum potential for vehicle / pedestrian conflict. Aldi's standard refrigeration plant is provided at ground level, immediately adjacent to the south of the building. The Noise Assessment undertaken demonstrates the location of the service area and the refrigeration plant are acceptable with no adverse impact to residential amenity.

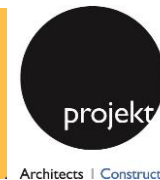
The existing sub-station needs to be moved. A location has been identified to the west of the site within the grassed verge of the hub car parking area.

The layout ensures the opportunities for crime and disorder are minimised with the site being open to achieve good natural surveillance. Three cycle stands providing parking for up to six cycles are located under the store canopy adjacent to the glazed shop front where there is a level of activity. Low level shrubs ensure there are no hiding places within the site.

The proposed site layout is shown below.



Proposed Site Layout



Scale and appearance

In order to respond to the scale and massing of surrounding buildings, a single storey foodstore is proposed with a flat roof. The proposed streetscape elevation plan shows the height of the proposed building in the context of the post office, Asda and library immediately adjacent to the east. These buildings are also flat roofed and the store is very similar in height. The store would also be of similar height to the Victoria Medical Centre to the north side of Glen Street but below that of The Glen Primary Care Centre. The roof height of the proposed store will reflect the ridge-height of the domestic scale properties to the east of Station Road and beyond the park. The streetscape elevations also show the proposal relative to the Hebburn Community Hub to the south which is a dominant building being substantially larger than the store. The scale and massing is wholly in keeping with adjoining uses and would contribute positively to the street scene.

Within the immediate vicinity of the site, there is a variety of architectural styles and materials used. There is a mixture of red and deep red/brown brick properties including The Glen Primary Care Centre and Victoria Medical Centre which also include white rendered areas and steel grey windows. The commercial frontage of the post office and Asda adjacent includes red steel shutters and green signage against white rendering, dark brick and white fascia boards. The new community hub is almost fully clad in corten steel.

With this in mind, the overall design of the store is a modern, contemporary style with a simple palette of materials. The building elevations will be sand cement render painted white with fully glazed store entrance and shop front and an oversailing canopy. The glazing continues from the store entrance wrapping around the north elevation in the form of high level windows to allow natural light in to the store and create a visually attractive building. No windows are proposed to the south and west elevations of the building. The doors shown on the south elevation are for emergency use only.



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

Proposed Street Elevations



Landscaping and boundary treatment

Given the overall site area is small relative to other Aldi foodstore sites, shrub and tree planting has been provided to the site boundaries. They will be lightly landscaped with nine new trees provided along the west boundary and four new trees to Station Road, to replace those necessary to remove to achieve the development. Low level shrub planting will be provided along the north, west and south boundaries together with a timber kick rail fence. It is important to keep the planting low along the north boundary to ensure unimpeded visibility for vehicles exiting the site on to Glen Street.

The site frontage to Station Road will be open. Planters will be provided to the south east corner forming a pedestrian access point. Hard feature paving is provided to the north east corner with a pedestrian access. With the boundary remaining open, one resident raised concern about cars exiting the site across the pavement on to Station Road. This concern has been addressed. Along with the new tree planting, bollards would be provided to prevent cars moving onto the pavement whilst also maintaining the open frontage.

The proposed landscaping treatment will enhance the appearance of the area and create an attractive and welcoming environment for customers. Aldi will maintain the landscaped areas to ensure the site remains litter free and attractive.

The car parking area will be laid out with a mastic asphalt wearing, brushed concrete finish to the service ramp and a mastic asphalt finish to the pedestrian and cycle ways within the site. The hard surface to the shop front will be tiled paving. A paved access to the south and west perimeters of the store will be provided for maintenance purposes and as an emergence access route.

Sustainability

Aldi are committed to achieving sustainable development and incorporating sustainability initiatives into their buildings. Aldi's Sustainability Statement, submitted with the planning application, provides full details, with the main objectives in the context of the proposed development at Thornaby being summarised below:

- Minimise energy use - the objective is to minimise energy requirements in development by following a hierarchical approach to minimising energy use. A solar PV system will be installed at this store therefore reducing energy demand;
- Sustainable building materials - this theme covers a range of sustainability impacts including, minimising the energy required for producing and transporting building materials, using re-recycled material from local sources as far as possible and by choosing materials with a low embodied energy;
- Sustainable construction - this theme covers the methods used during the construction phase to reduce disturbance and the impacts on the surrounding environment;
- Sustainable transport and accessibility - the objective is to minimise car usage and to encourage walking, cycling and the use of public transport;
- Waste management - the amount of waste generated in the construction process is to be minimised following the national waste strategy: reduce, reuse and recycle;
- Site management Waste management - the objective is to ensure the site is managed effectively to ensure that sustainability measures are implemented effectively.

SECTION 6: Conclusions

This statement is submitted in support of the development of the previously-developed site in a comprehensive and cohesive manner, responding to the site specific issues identified and to add to the overall quality of the area.

Careful consideration has been given to determining the location of the building within the site, as well as, reflecting the scale and massing of the surrounding uses.

The modern, contemporary design of the building complements the site location and integrates successfully within the existing urban grain.

The proposed development is sustainable development being well connected to the existing shops and services of the town centre and surrounding residential areas and being accessible by a choice of means of transport.

The scheme has been amended to reflect comments from the local community and the changes have been welcomed as an improvement. The amended scheme is the basis of the planning application.

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