



DESIGN & ACCESS STATEMENT, ADDENDUM

Detailed residential application
for 334 dwellings

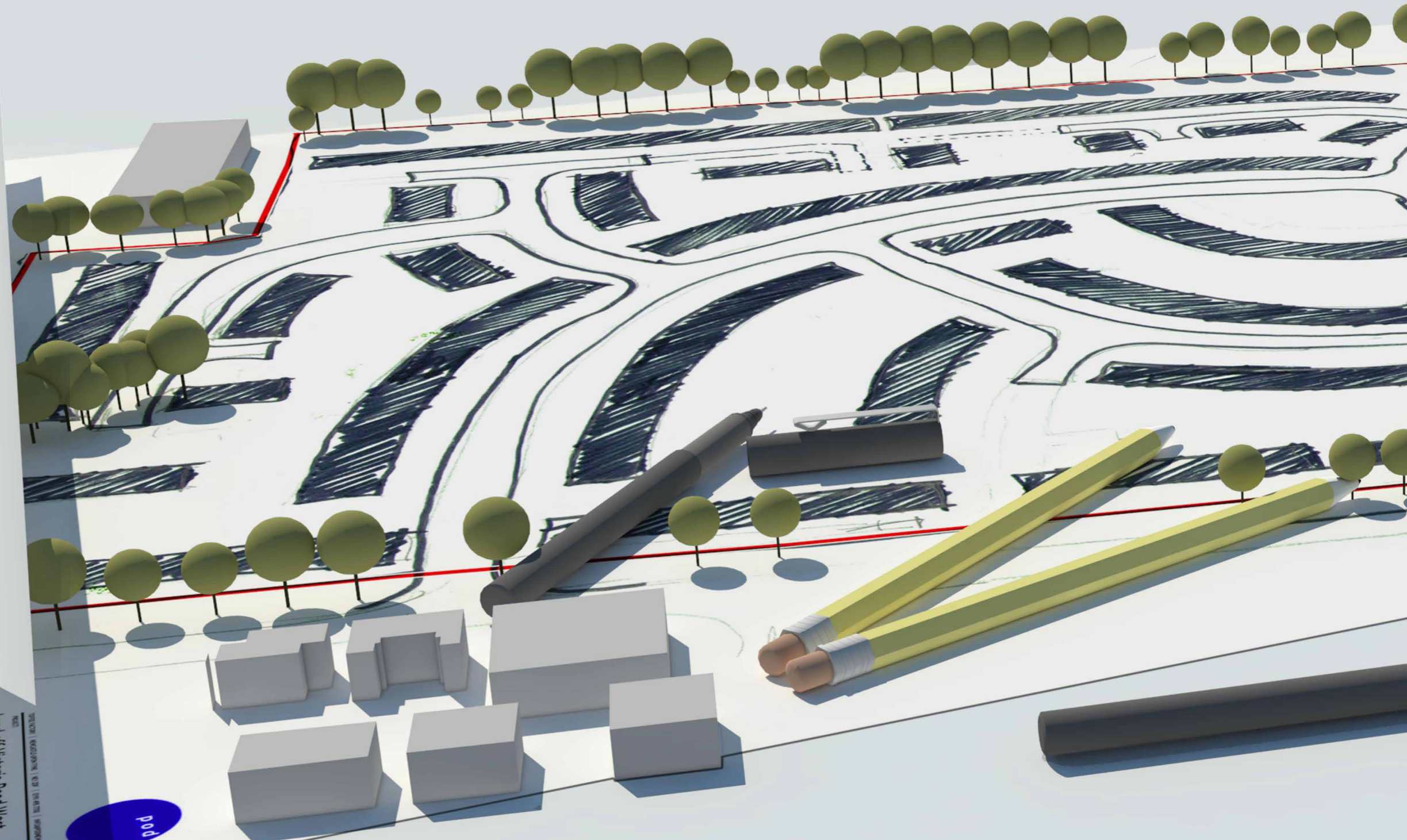
VICTORIA ROAD WEST, HEBBURN

28th April 2017

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(North East Region)

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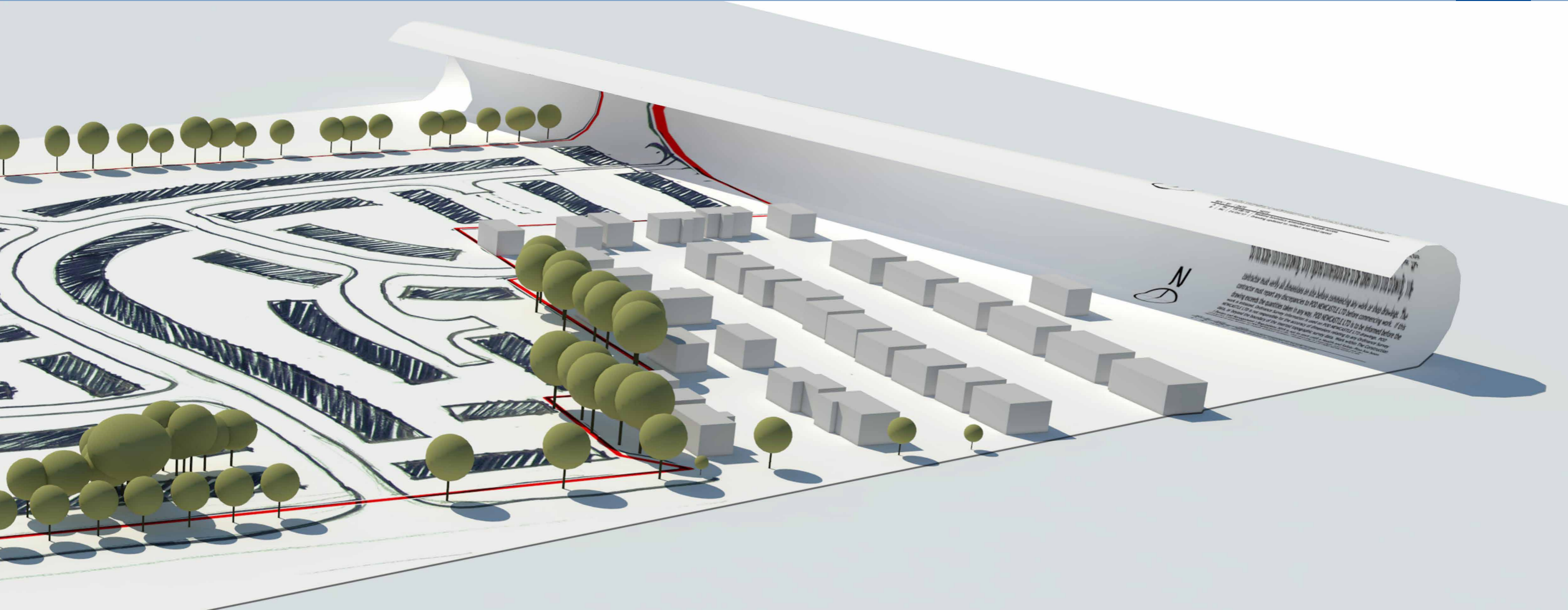
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View of development site from Victoria Road West

This Design and Access Statement Addendum is to supplement a previously submitted detailed application for a residential development of 334 dwellings on land at Victoria Road West, Hebburn.

As discussed in the previously submitted Design and Access Statement (DAS), the proposed development site offers excellent opportunities for the creation of a distinctive residential neighbourhood within the community of Hebburn. The site is well located within 1km of the local centre's shops and leisure facilities as well as good links to local schools and health centre. The local Hebburn Metro also provides good links to the wider area for commuting and leisure.

As a driver of design, the proposals for the development will look to retain key elements of landscaping whilst, introducing new features of merit that will compliment the environmental quality of the local area.

This addendum has been prepared by Pod and forms part an amendment to the planning application for the Victoria Road West development site. This document provides sufficient detail of the amended plan to enable South Tyneside Council to determine the detailed application.

As such, this document sets out and highlights key amends made to the development proposals, in particular, the amended access arrangements from Victoria Road West as well as the treatment of the northern edge of the development against Parkside and South Drive.

Proposals embodied within the amended Victoria Road West application package apply the key principles of good quality design, collaboration and effective implementation that defines Miller Homes as residential developer.

The design team assembled for this project have worked with Miller Homes on a number of previous projects and have extensive experience in their individual fields of expertise. There is a close working relationship between team members with a solutions-based ethos geared towards effective delivery of quality housing to the widest possible spectrum of potential occupiers.

Proposals have not been developed in isolation. Since planning submission, the design team have collaborated with South Tyneside Council to develop an appropriate proposal for the development site following consultation with relevant stakeholders and the local community.

Scheme proposals for this site are a sensitive and considered response to the local context. In both their early gestation and ultimate delivery, proposals underpinning the application have recognised that the long term success of the development will be greatly enhanced by features and measures that ultimately ensure design quality and an inherent level of sustainability.

Development at the Victoria Road West, Hebburn site will have a tangible character responding to the site's immediate context and local distinctiveness which will be achieved through:

- The use of a variety of building typologies, incorporating a range of dwelling options arranged into interesting and attractive groups;
- Good connections to roads and the pedestrian/cycle network ensuring good accessibility to the wider locality;
- The location and treatment of key areas of open space and wildlife corridors and the ability to integrate existing mature landscaping features.

Over a period of months since planning submission in July 2016, the design team have taken on board comments from the local authority and others and Miller Homes are now confident that the amended scheme proposals are an appropriate design response to this important site. The amended scheme layout seeks to address the concerns of stakeholders and the local community whilst working within the constraints of a difficult ground conditions to bring this brown-field site back into use providing much needed housing within the South Tyneside area.



INTRODUCTION AND LOCATION PLAN



Site location indicated in red

Key Layout Principles

As part of amended layout proposals, the primary access to the development site will be located to the eastern boundary, off Victoria Road West. The position form and arrangement of the access point has been carefully considered to provide suitable entrance points allowing safe access and egress onto a busy primary road, with the location of the southern entry point amended to improve road safety along Victoria Road West. An existing access to Parkside along the northern boundary will be removed at the request of neighbouring residents and an access to the north east will be removed to improve residents safety in the vicinity of a pedestrian railway line crossing, though a turning head will be provided for railway maintenance in this location.

One of the key development opportunities of the prominent relationship with Victoria Road West and the opportunity to celebrate the scheme with a positive frontage over the street. This is critical in demonstrating the initial design intentions of the scheme and the aspiration to provide a scheme of high design quality and landscape character.

Development in this location is orientated with an outward character, creating a 'public face' to the scheme with a suitable offset distance to the eastern boundary to ensure a defined 'green edge' to scheme proposals is maintained and an ecological corridor formed. Whilst non-contiguous, this green corridor will seek to provide a wildlife link from the north eastern to the north western edges of the site via a strong landscape corridor along the southern edge, integrating both a visual landscape buffer and an acoustic boundary against industrial units to the south. The retention of key landscape features to the eastern boundary of the development as well as along the southern edge will help retain the ecological character of the site as part of this green route.

Along the western boundary, the site is bordered an existing rail line and beyond that the substantial open space of Riverside Park. Consistent with wider scheme principles, it is the intention to form a substantial landscape buffer in the form trees and planting to create a defined boundary along this edge of the development, which along with acoustic fencing and an earthwork bund will help to mitigate noise from passing trains.

Internal to the site, access is provided to smaller development cells through a clear route hierarchy of primary and secondary and tertiary roadscapes. It is a driver of design that these smaller development cells off the primary route have their own identity and character through careful placement of development and a careful consideration of dwelling type and material specification allied to a considered landscape strategy. The use of a landscaped verge to shared surface routes is a useful device to 'soften' the overall impression of the scheme and to ensure a clear progression of routes to a shared private drive arrangement provided to development boundaries particularly along the main frontage of Victoria Road West.

It is a key driver of scheme proposals that the development looks to promote pedestrian permeability around the site. Pedestrian routes have been well considered with the position of footpath generally flanked by dwellings with front aspect, providing good levels of pedestrian security, consistent with Secured By Design guidance.



Proposed site plan (NTS)



Amended southern access

Amended scheme proposals

As discussed, a number of key amends have been made to aspects of the scheme to address issues raised through the planning process. These key changes affect the proposed access from Victoria Road West, surface water drainage systems on site, the treatment of development edges around the site boundary and the relationship of the proposed development with Parkside and South Drive to the north,

As part of an iterative process working closely with consultants and planners and taking into account the views of local residents and stakeholders, the layout has developed over a period of months, where constraints and design issues have been taken on board and adapted into opportunities to improve the layout.

As shown, an amended southern access point from Victoria Road West has been integrated into scheme proposals. This location has been determined as part of a process to ensure road safety is maintained and by relocating this access point, the opportunity exists to create a landmark gateway at the entrance of the scheme.

Through careful placement of dwellings with corner turning aspect and the use of shared surface highway, a gateway square marks the southern entrance of the scheme forming an attractive starting point along the central primary route through site.

At the heart of the scheme, a core of green space will create a wayfinding landmark but with the use of careful landscaping, as well as forming an



Pedestrian link on north west edge

attractive landscape feature, this space will also integrate SUDS drainage to support natural surface water attenuation, which will help resolve flood issues whilst improving surface water quality before it runs off site.

Careful dwelling placement in this area will take advantage of this attractive space by use of strong front aspect on all sides over this location. Along with this, raised tables integrating shared surface will informally slow vehicular traffic around this area whilst encouraging pedestrian safety and permeability, helping to creating an attractive focal green space at the core of the scheme, where primary routes merge.

This theme is continued along the primary route through the site, with use of tree and hedgerow planting to plot boundaries. Whilst encouraging biodiversity across the site, this will help to create a stronger green route through the site, with the use of raised table and shared surface elements along the highway to naturally calm vehicular traffic movement through the site.

Around the site boundaries, careful consideration has been given to the relationship of the proposed development with the surrounding site conditions. To the southern edge, dwelling placement has been rearranged and acoustic fencing and bunds have been introduced to mitigate noise constraints from the neighbouring industrial units. This will form part of a carefully landscaped ecological corridor running around the site perimeter.

This will be continued along the western site edge shared with rail lines and the Hebburn Riverside Park. The careful continuation of the ecological corridor will help to create an attractive landscaped edge to the scheme, integrating further acoustic treatments to the site and plot boundaries as well as forming a



Pedestrian link on north west edge

protective barrier against Network Rail and Nexus infrastructure by preventing vehicular collision with the existing barriers as well pedestrian access.

A key change has been in the relationship with neighbouring residential development and the pedestrian access across the rail lines to the north of the proposed site. Following consultation with local residents, an existing access from the site's previous use along Parkside will be closed to both vehicles and pedestrians to prevent unwanted movement through this existing cluster of dwellings. In addition, an existing buffer of tree planting will be retained retaining a visual separation between proposed dwellings on the northern site boundary and existing bungalows along Parkside.

Further to this, an existing access to the north west will also be closed in the vicinity of an existing pedestrian crossing over the neighbouring rail lines. Whilst parking and a turning head will be integrated for rail line maintenance vehicles and allotment users, it is envisaged this will be physically separated from proposed development in this area with use of brick wall boundary treatments. This solution has been determined as a result of consultation with relevant authorities and will improve general safety of the scheme in this area.

Circulation Diagram

Primary Access Route

The primary routes through the site are 5.5m wide with 2m footpaths either side. The curved profile of the road marked with a route of focal points prevents straight runs of carriageway which can leave an uninteresting streetscene. These form the main routes through the development site and will also assist in slowing vehicular speed without resorting to formal speed attenuation measures, whilst adhering to forward visibility guidance. Raised tables with differing surface finish at key junctions along the primary route will slow traffic and improve pedestrian safety along this route.

Secondary Streets

Secondary streets are 4.8m carriageways with 2m footpaths and are accessed off the main primary route. The key aim of secondary streets within the proposed development is to disperse residential traffic throughout the scheme providing access to smaller development cells.

Shared Surface Streets

The proposed scheme design adopts the use of smaller shared surface streets to serve smaller pockets of development. These areas, as described, embrace the principles of 'home-zoning'.

Home-zoning as a principle involves the use of shared pedestrian and vehicular space created by an even, single surface across the full width of the street and the use of a uniform surface material, with deliberate restraint on traffic movement, putting pedestrians first and cars second, through the use of a meandering vehicle path and restricted sight lines.

Streets with shared surfaces are 4.8m in width with soft or paved service verges up to 2m. Along with street trees and plot boundary landscaping, these shared surface streets are used to provide a more informal roadscape.

Private Shared Surface

As part of 'home-zoning' principles, some small housing clusters of no more than five units, are served by a private shared surface access. These routes take direct dwelling access away the primary route and create a softer and more informal relationship between neighbouring dwellings.

Parking

A key consideration throughout this process has been the provision of sufficient parking. Whilst this urban brown-field site is well located in terms of pedestrian access to the town centre as well as local buses and the Tyne and Wear Metro, it is key to the success of the scheme that sufficient parking is supplied to ensure the highway does not become congested with parked vehicles. Parking has been provided on the basis of up to two on plot or courtyard parking spaces per dwelling, in addition to integrated or detached garages for larger dwellings.

Crucially visitor parking has been provided at a ratio of at least one space per three dwellings dispersed along routes across the site to ensure even distribution in line with local authority guidance.



Google earth

ACCESS STATEMENT



3D visual overview of proposed development

Enhancing the Local Context

The scheme proposals for the Victoria Road West site follow the same principles of quality spatial and house type design whilst responding to the views and concerns of consultees to deliver a scheme layout which is appropriate to the local context.

A relocated and reconsidered access arrangement will enhance the experience of residents and visitors upon entering the development with a strong gateway feature through use of careful placement of dwellings and highway design whilst promoting greater road safety along Victoria Road West.

The amended layout will continue to realise the creation of a totally new residential environment that will serve to enhance the profile of the local area by providing a diverse and cohesive community atmosphere. Careful consideration and re-arrangement of the development around the site boundaries will help to mitigate constraints around the perimeter. A more appropriate relationship with existing dwellings to north will be formed taking into account the views of local residents.

The development will have an imaginative and creative route design, with a clear system of primary, secondary and shared surface links. For much of its length, this will be a route framed either side by attractive landscaped verges and hedgerows to encourage biodiversity as part of a wider landscape strategy.

The development proposals have always sought to integrate pedestrian and cycle movement within the locality by encouraging links throughout the scheme. In accordance with the views of local residents and consultees, existing access points along the northern edge from the previous use of the site have been closed in accordance to promote pedestrian safety in the vicinity of an existing railway crossing on South Drive. It is however envisaged that the scheme will retain a strong outward aspect over Victoria Road West, with good permeability along this route promoting pedestrian and cycle connections to the nearby town centre and public transport links. These links have been carefully considered as a key feature of scheme design, with all routes overlooked providing good levels of natural surveillance.

The layout for the scheme will embrace the existing landscape features of the development site through retention and celebration of important landscape positions of ecological value. The retention of important landscape features will be augmented by the introduction of additional tree planting, a landscape buffer along specific site edges and an integrated sustainable drainage systems promoting ecology and bio-diversity around and within the site whilst creating attractive landmark green spaces to act as wayfinding nodes through the scheme. This will also serve to promote the 'landscape dominant' character of the scheme which has remained a key driver of design from the outset.

The project team firmly believe the proposed development will become a positive addition to Hebburn. The proposals will bring a disused brownfield site back into use whilst providing much needed local housing with provision for affordable housing to contribute to the ongoing regeneration of the town and enhance the community atmosphere.





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