

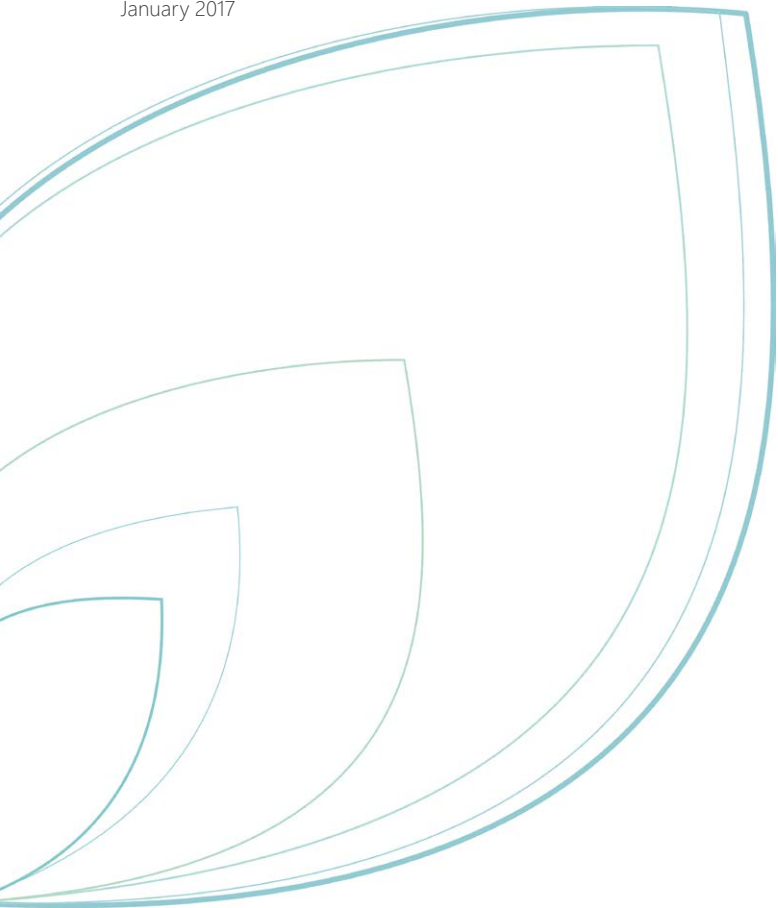


Community | Environment | Architecture | Delivery

DESIGN & ACCESS STATEMENT & Sustainability Statement

New Housing
Salcombe Avenue, Jarrow

January 2017



PREAMBLE

This Design and Access Statement is to accompany the planning application submitted for 20 new dwellings at Salcombe Avenue, Jarrow for affordable housing.



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1 INTRODUCTION

1.1 Scheme Name and Site Address

New affordable housing at Salcombe Avenue, Jarrow

Site Address:

Land at Salcombe Avenue, Jarrow, South Tyneside, NE32 (nearest postcode NE32 3SN)

Easting 433679 Northing 564426

1.2 Client/Applicant

South Tyneside Housing Ventures Trust

1.3 Proposed Development

Erection of 20 new dwellings including 10 bungalows, 4 houses and 6 apartments

1.4 Project Team

Architect: CEAD Architects
Contact: Roger Maier roger@cead.org.uk

Consulting Engineers: CK21



Site location map.

1.5 Site Description and Context

The site is located about 1km to the south-east of Jarrow Town Centre and is directly east of the A19. It is currently classed as Public Open Space, although the site itself consists of rough grass. It is an elongated site that abuts the curve of Salcombe Avenue. To the south is the main body of the POS which has mown grass and several paths crossing it. To the north are some existing bungalows, with the end property's gable facing onto the site.

Although the site itself is relatively level it quickly slopes significantly to the west. There is then a tree belt with the A19 beyond. On the opposite side of Salcombe Road to the east are two story-semi-detached houses. Currently there is a path that runs diagonally across the site from north-west to south-east at around the centre point of the site.

1.6 Local Amenities

The site is about 600m from Shaftesbury Avenue which has a range of businesses, mostly manufacturing but including a skatepark. A further 100m away is a large Tesco superstore and Mcdonalds food outlet. To the north west about 1km away is Jarrow town centre with a wide range of shops and services available.

1.7 Accessibility & Public Transport

The nearest bus services are from Falmouth Drive about 200m away. This has regular services to both Jarrow and South Shields. The nearest Metro station is Bede which is about 900m away from the site.

In terms of road connections, the site has easy access to the main trunk roads to South Shields (east) and Gateshead (west). It is also very close to the A19 which provides regional and national links north and south.



Bede Metro Station



Tesco Superstore on Newcastle Road



Jarrow Town Centre



Aerial view showing the A19 running north/south and the site indicated in red.



Aerial birdseye view showing the A19 running north/south and the site indicated in red.

1.8 Site Photographs



View from Salcombe Ave back towards Brixham Crescent to the south of the site.



View from the entrance to Salcombe Ave looking towards the southern end of the site.



Public footpath to the Public Open Space to the southern end of the site.



View towards the existing houses on Salcombe Avenue.



View towards Porlock House that borders the Public Open Space.



View from the south looking north towards the site.



View of the bungalows to the north of the site and existing housing on Salcombe Ave to the right.



View from the northern end of Salcombe Avenue looking south with the site to the right.



View of the existing boundary to the bungalow at the north of the site.



View towards the A19 at the base of the path crossing the development site.



View from the base of the path looking back up towards the development site.



View at the lower end of the site along the path looking north to highlight the slope.

1.9 Local & Site History

The site appears to have been open land and later agricultural use until the 1940's. At some time between 1946 and 1960, the land was comprehensively developed as part of north of Newcastle Road. This included Falmouth Drive and the surrounding streets. It appears there may have been a stream running in the natural depression that now forms the route of the A19.

The current route of the A19 and Tyne Tunnel appears to have been set out in the early 1960's. This would have impacted the western boundary of the current site and led to the current layout.



Ordnance Survey map from circa 1946 showing the site area in red.



Ordnance Survey map from circa 1961 showing the site area in red.



Aerial photograph of the site area and immediate context.

2 DESIGN PROCESS

2.1 Design Evolution

The design is tailored to provide affordable housing for local residents. In particular, bungalows as well as some general needs housing.

As the site follows the line of Salcombe Avenue to the front and is limited by a slope and the A19 to the rear, the design simply seeks to 'complete the street' by placing housing in a single row opposite the existing homes on Salcombe Avenue.

Although there are no tall buildings, the two-story houses are used to 'bookend' the design with the bungalows infilling between. The existing pedestrian route is modified to a sensible crossing point midway along the block. This will still allow convenient access as before.

The bulk of the most useable Public Open Space is maintained and a new SUDs pond is introduced to the rear of the houses which may serve to enhance biodiversity opportunities in this area.

A number of specimen trees and shrub planting are also proposed to the frontage to enhance the streetscape.

The dwellings will all be designed in conjunction with an acoustic survey and mitigation measures will be put in place to reduce impacts from any noise form the A19.



3 SUSTAINABILITY

3.1 Approach

There are two key strands to the sustainability approach. The first is to reduce the carbon impacts and increase the sustainability measures in the building itself, the second is to look at the site as a whole - is it in a sustainable location and are there ways to enhance the wider site? Enhancements could be in terms of resident wellbeing and also ecological measures.

In the design of the house the team has adopted a fabric-first approach. This means that we have focused on passive measures first which don't require machinery to function. The key elements are this are: positive use of solar gain and low heat loss through excellent insulation and airtightness.

3.2 Specific Measures

To achieve this we propose to utilise the following U-values (thermal insulation values) which are well in excess of the current Building Control requirements. A table showing our proposals is set out below:

	Regulations Minimum W/m ² K	The Proposal W/m ² K
Walls	0.3	0.17
Floor	0.25	0.15
Roof	0.2	0.11
Windows	2.0	1.4
Doors	2.0	1.4

We would target an airtightness score of 2-3m³/hr/m². Current best practice is around 5 m³/hr/m². These measures will combine to make a home that is super efficient with a very low heating demand.

Another important factor is the carbon footprint and sustainability of the materials on the buildings. All above ground building materials will be A or A+ rated as according to the BRE Green Guide methodology.

Generally all water appliances will also be water-saving with aerated taps and flow restrictors to achieve a reduction in water use over Part G (Building Regulations) requirement.

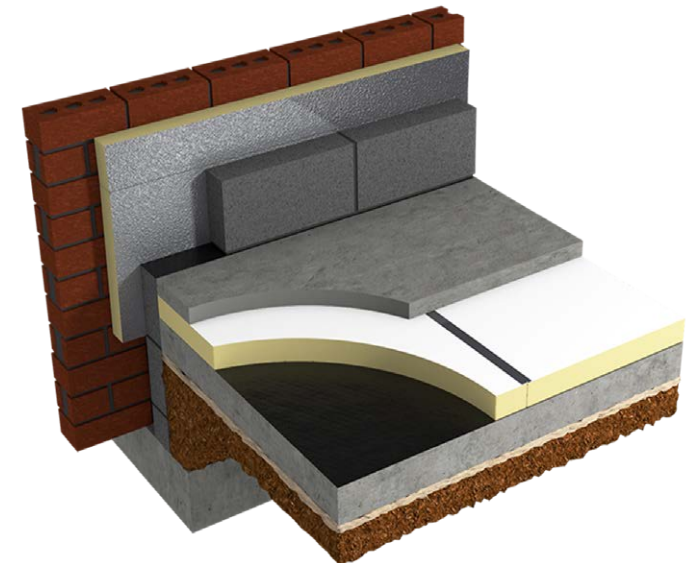
Lighting is another key area and the house will have excellent daylighting levels in compliance with the Code for Sustainable Homes. This means at least 2% in kitchens and 1.5% in living rooms and bedrooms. Artificial lighting will be provided by 100% low energy LED light fittings which have a very low electrical requirement.

Looking at the larger site there are opportunities to enhance the existing landscape and resident wellbeing. In particular the proposal would:

- Provide a SUDs area for control of surface water but also to provide possible habitat for amphibians and other wildlife.
- Plant native street trees to help combat air pollution.
- Good daylighting is provided to all dwellings to enhance resident wellbeing.
- Dwellings are generally designed for maximum accessibility to allow for maximum quality of life for the elderly or disabled.



Use of SUDs for surface water control and habitat enhancement



Use of high quality PIR insulation to obtain low U-values and excellent thermal performance.

4 MATERIALS

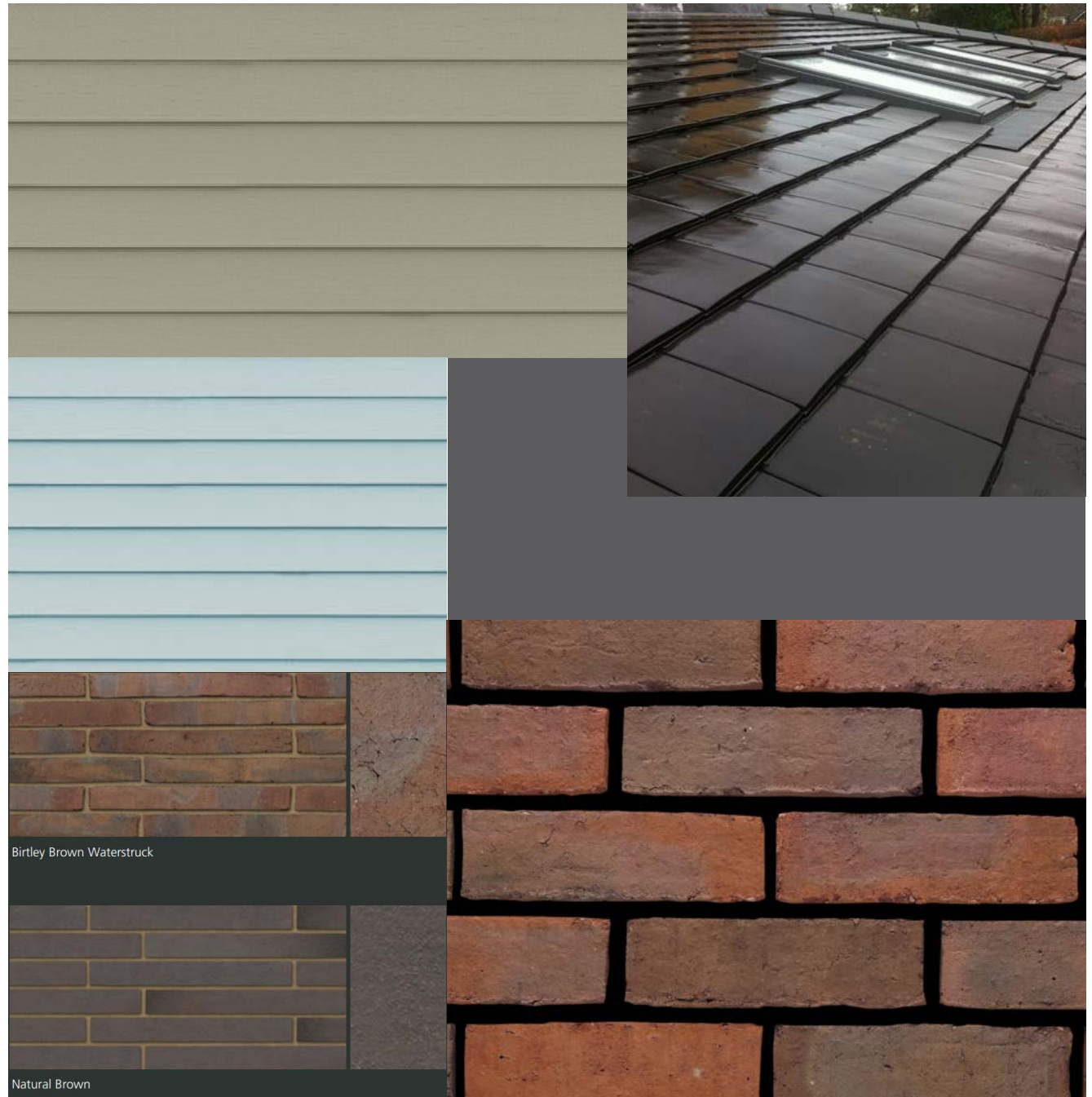
4.1 Materials Palette

The materials chosen for the buildings are hardwearing with a view to look good in the long-term. A red multi brick will be chosen for the base walling. This has some colour and texture variation to give visual interest. Accent texture and colour will be provided with feature brick panels at low level using either a linear or other feature brick type. At high level through-coloured fibre cement cladding provides a low maintenance, durable accent to reduce the visual mass of the houses and add interest. Doors and windows will have dark grey frames. The roof will be in dark grey clay tiles with a thin leading edge.

5 LANDSCAPING

5.1 Landscape Strategy

New standard trees will be planted to the frontage to soften the streetscape elevation and there will be areas of shrub planting as shown on the drawings. Some areas of low hedge will be used to delineate more private space and provide a 'layering' to the street.



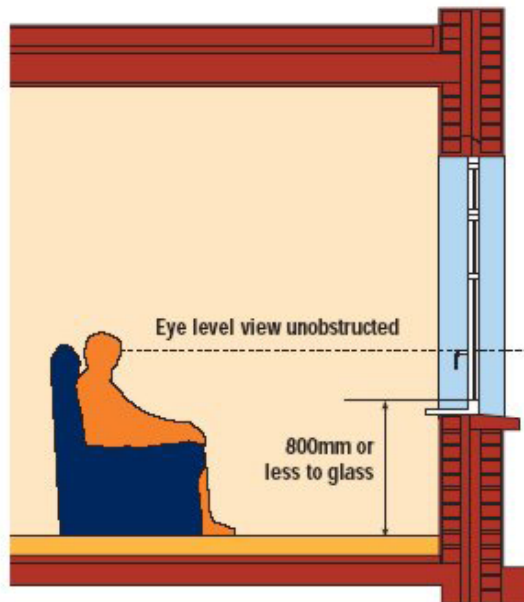
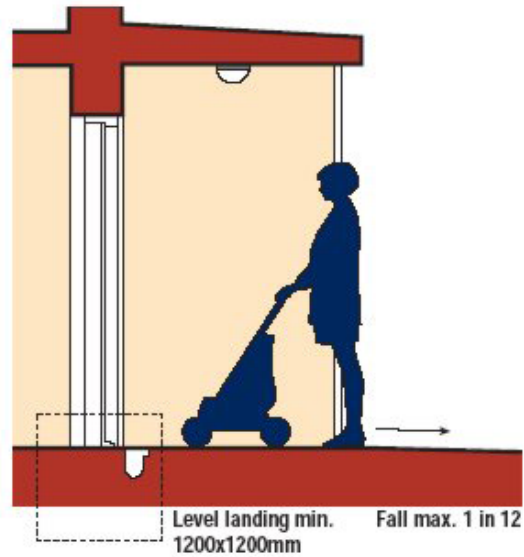
Indicative palette of proposed materials

6 ACCESS AND MOVEMENT

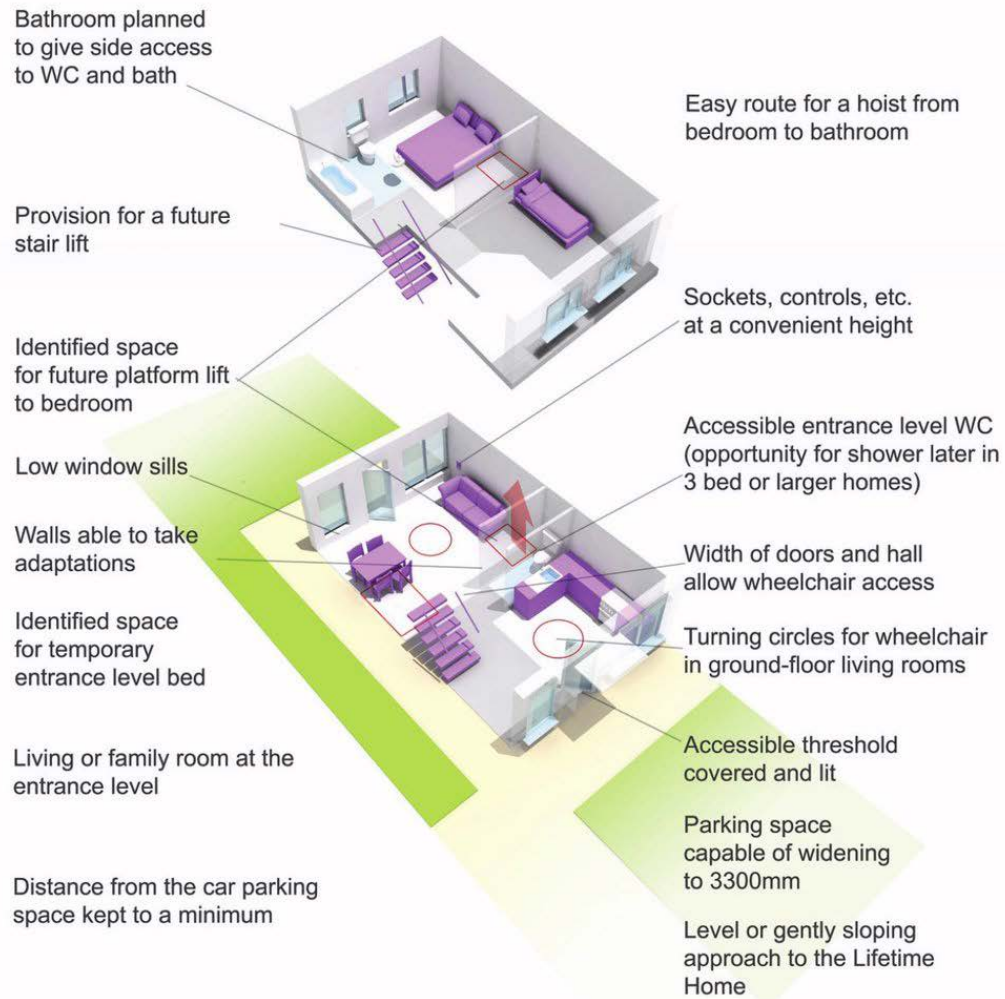
Highways access is as indicated on the Proposed Plans. Access and parking is generally taken directly from Salcombe Avenue. The only exception is the apartments to the lower end which have a small spur to access parking.

As the majority of dwellings are to be bungalows, and these are for affordable rent, car ownership is anticipated to be low. Nevertheless two car parking spaces are generally provided on plot.

In terms of accessibility the houses are designed to have level access from the street. Front doors have a maximum 15mm threshold and the bungalows are designed to be wheelchair friendly. The remaining houses also meet most of the Lifetime Homes criteria.



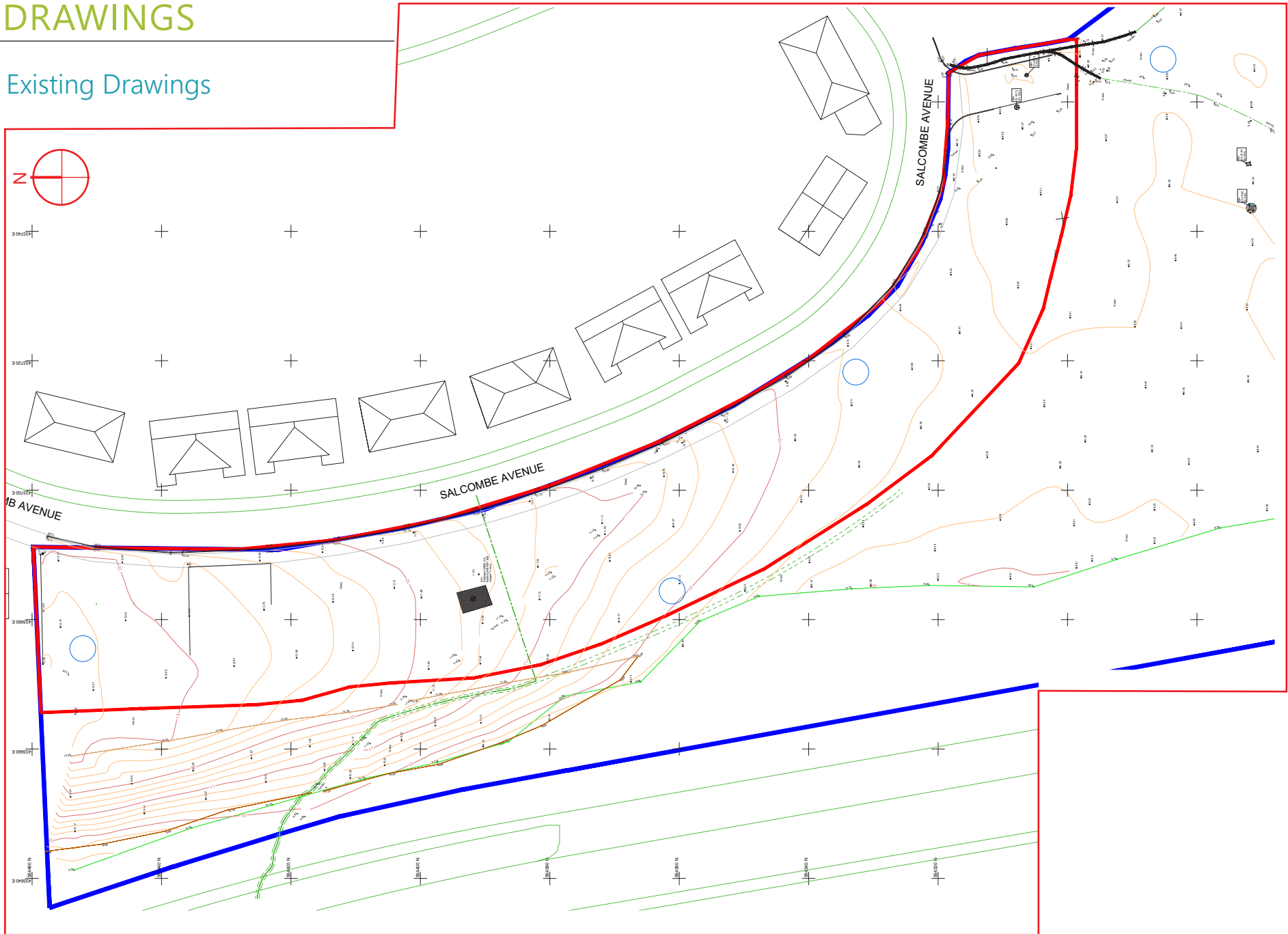
Lifetime Homes Diagram



Produced by PRP © Crown copyright 2008
 Diagram indicative only

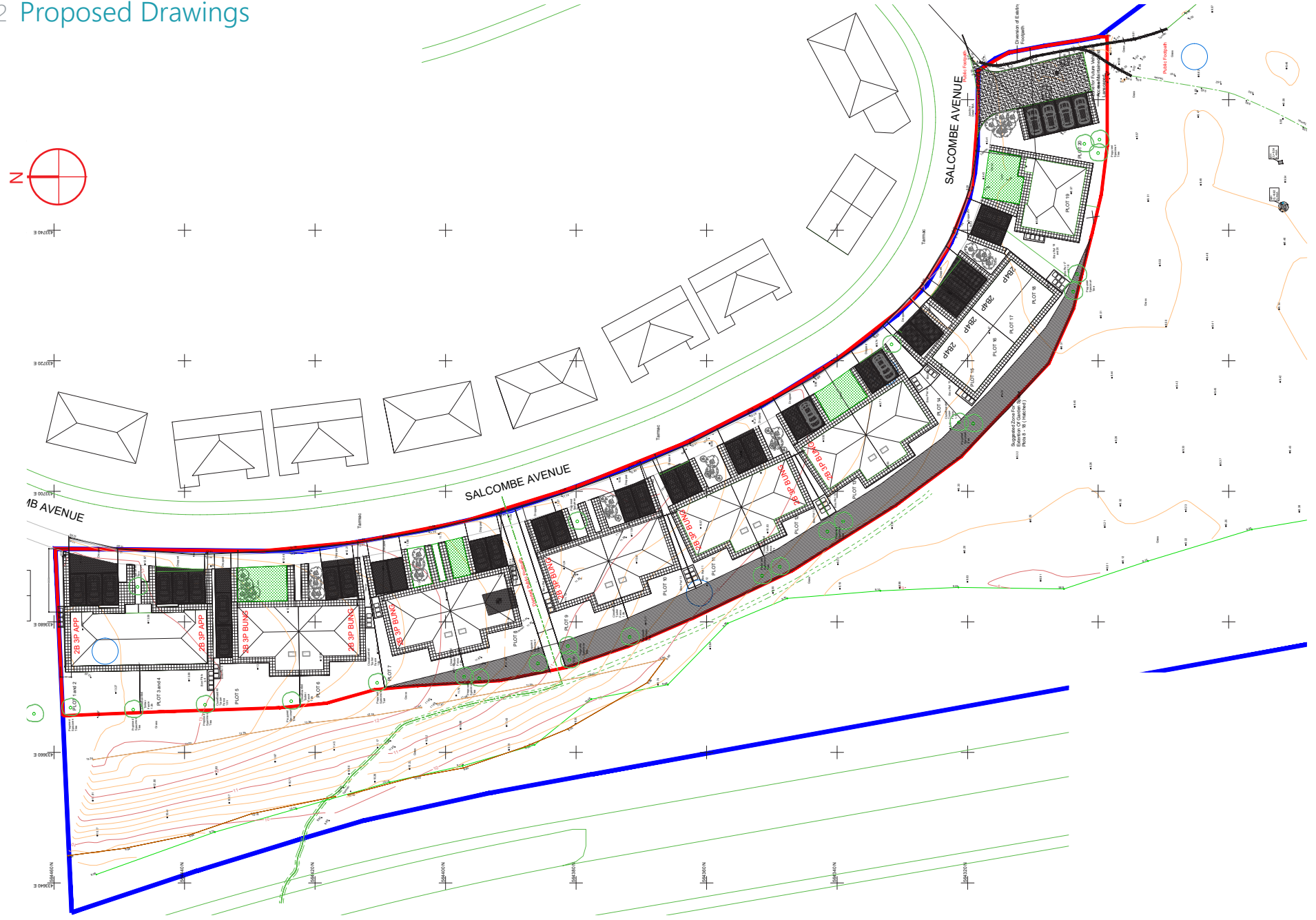
7 DRAWINGS

7.1 Existing Drawings

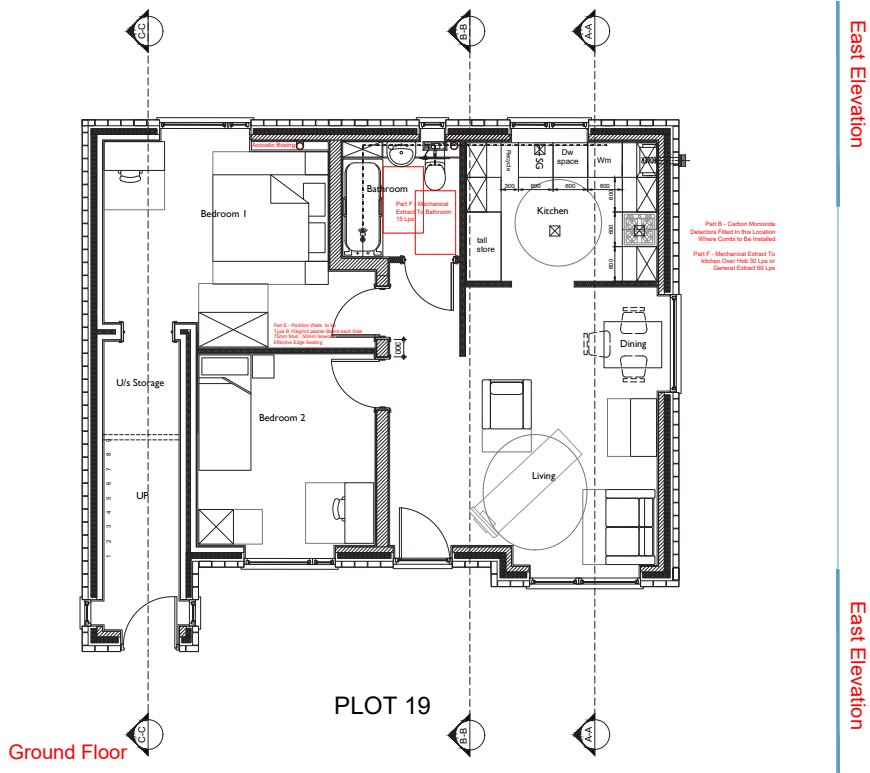


Existing site layout plan nts

7.2 Proposed Drawings



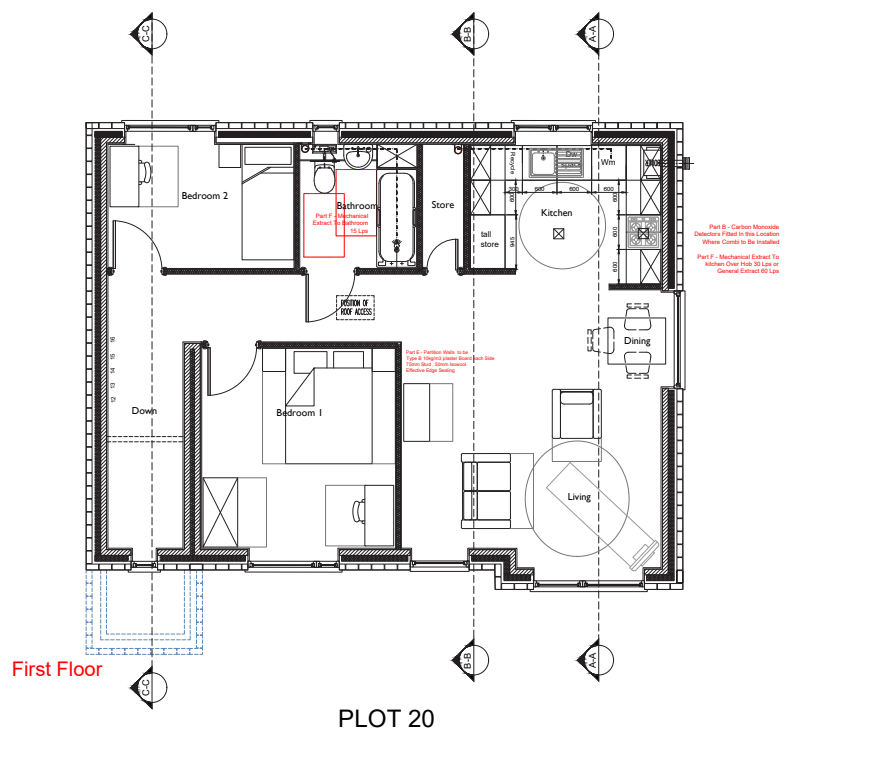
Proposed site plan nts



Part B - Carbon Monoxide Detector (Place in this location Where Combis to Be Installed)

Part F - Mechanical Extract To Kitchen Over Cook 30 Litre or General Extract 60 Litre

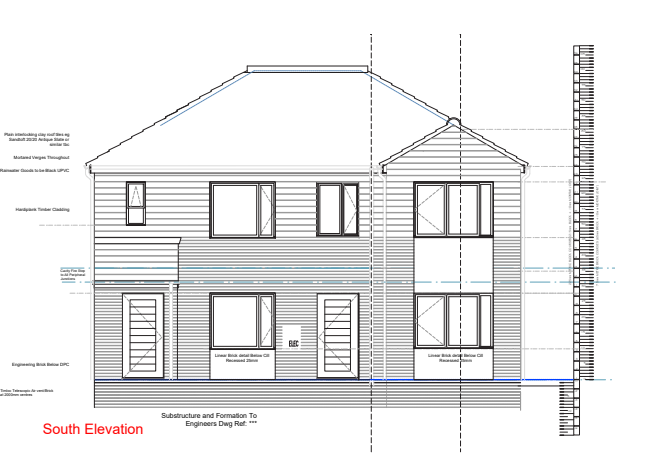
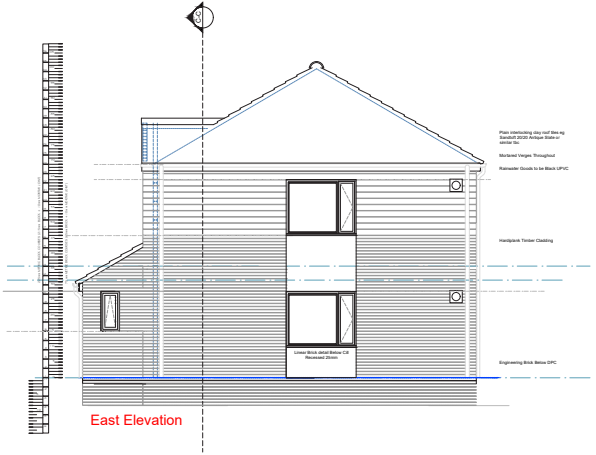
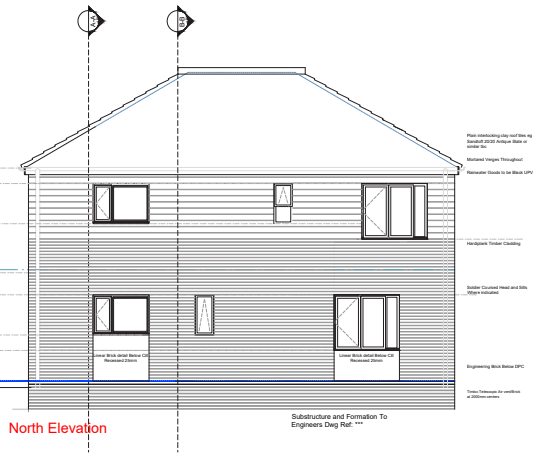
Part E - Position Wash Basin To Kitchen To be installed in this location



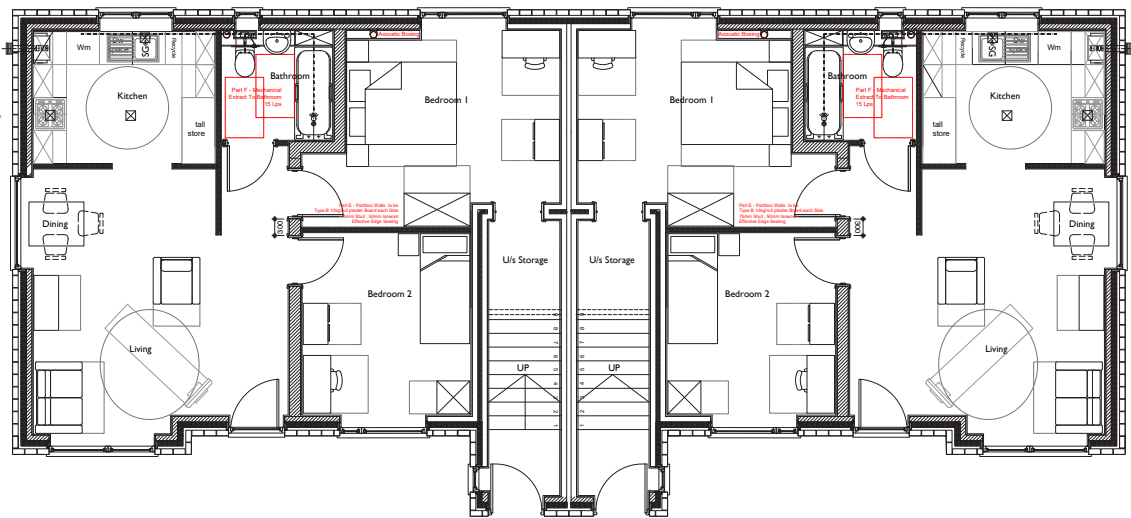
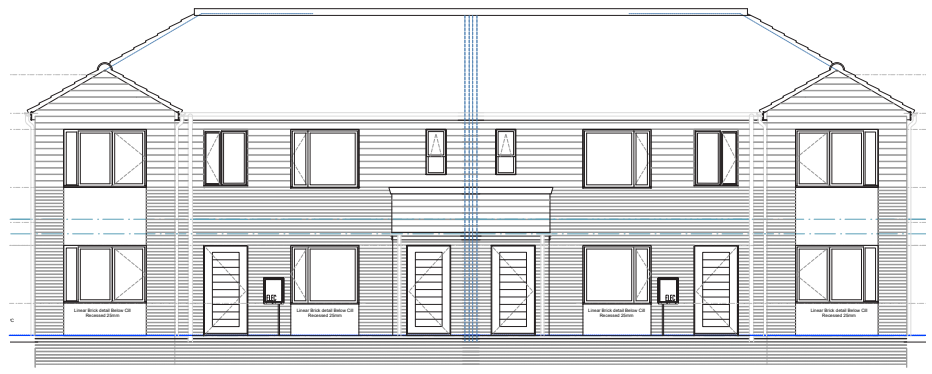
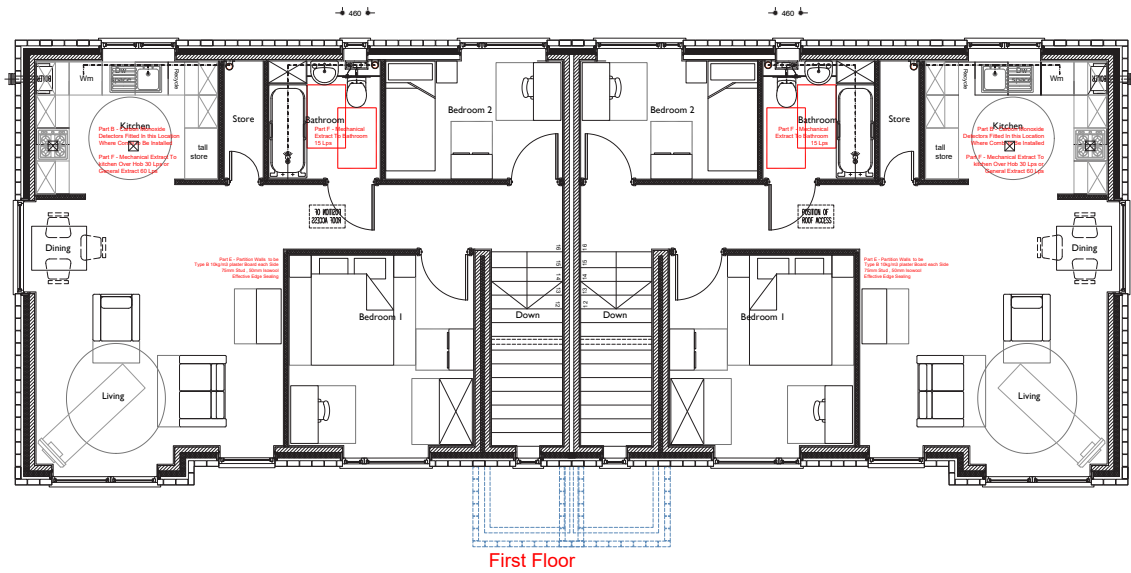
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Part E - Position Wash Basin To Kitchen To be installed in this location

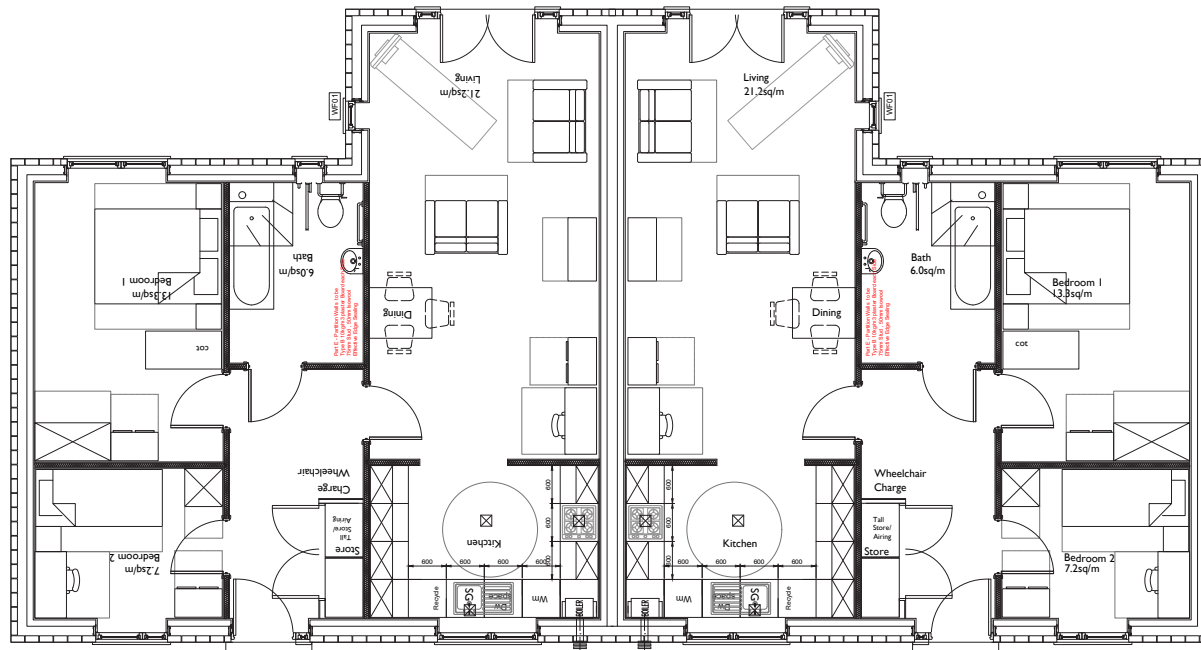


Plot 19-20 Apartments



Part G: Kitchen Mechanical Extract To Outside Where Centre To Be Installed
 Part F: Mechanical Extract To Kitchen Over Wall 20 Lps or General Extract 50 Lps
 Part E: Bathroom Mechanical Extract To Bathroom 15 Lps

Plot 1-4 Apartments - Plans



GROUND FLOOR

1500x1500
landscaping level
with FFL at
entrance

1500x1500
landscaping level
with FFL at
entrance



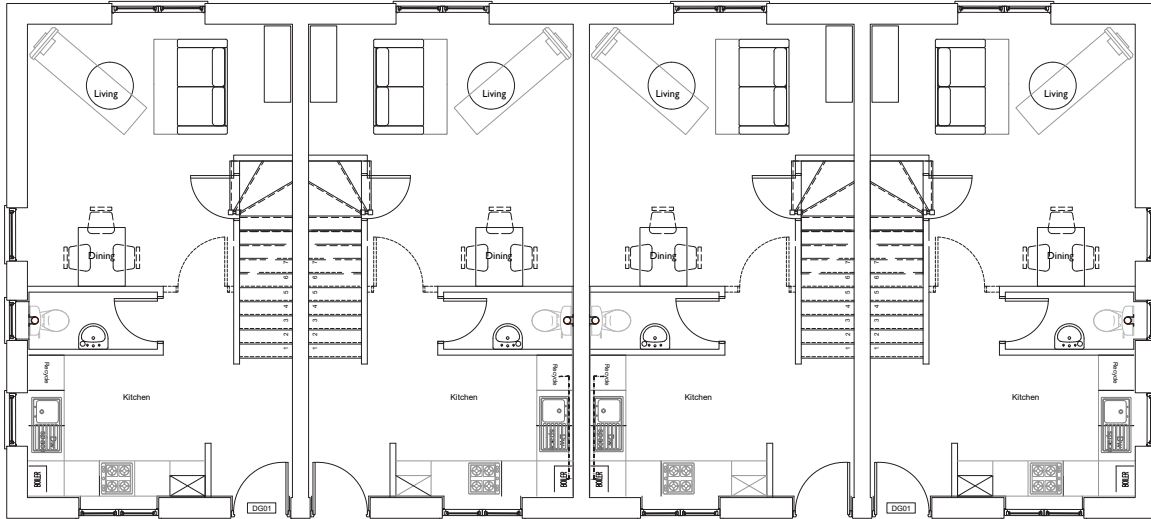
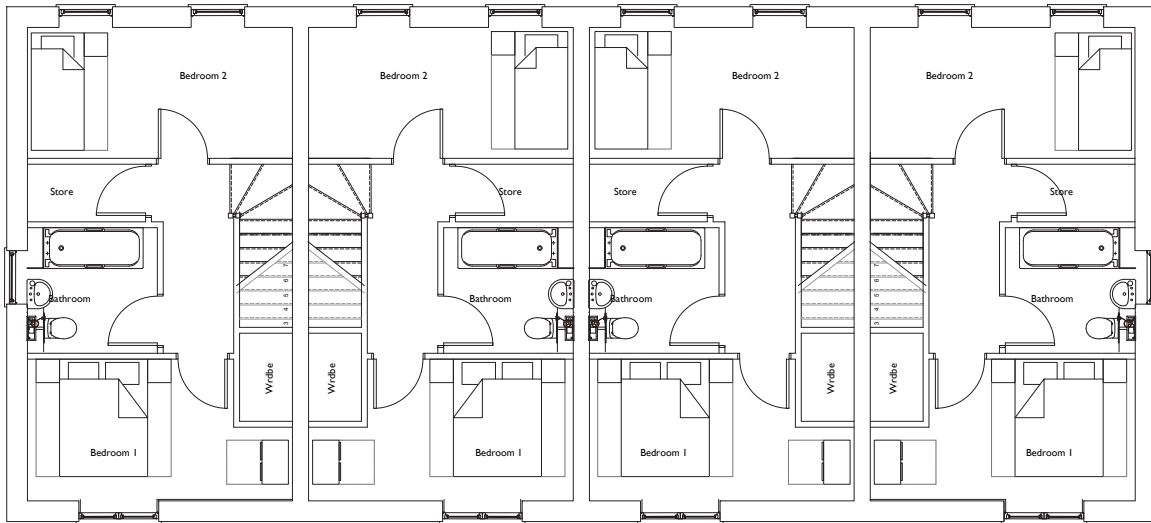
Front Elevation

- Plain interlocking clay roof tiles eg Sandford 2000 Antique Slate or similar tile
- Mortared Verges Throughout
- Treated Timber Facias Painted
- Grey Rainwater Goods to be Black
- Grey Upvc Window Frames
- Recessed Dark Brick Panel Below Cill
- Timber Cladding
- Red Brick Facade
- Engineering Brick Below DPC
- 0x100



Rear Elevation

- Plain interlocking clay roof tiles eg Sandford 2000 Antique Slate or similar tile
- Mortared Verges Throughout
- Treated Timber Facias Painted
- Grey Rainwater Goods to be Black
- Grey Upvc Window Frames
- Recessed Dark Brick Panel Below Cill
- Timber Cladding
- Red Brick Facade
- Engineering Brick Below DPC
- 0x100



Front Elevation



Rear Elevation

