

2924/

May 2017

SUPPLEMENTARY STATEMENT

IN SUPPORT OF

EXTERNAL MODIFICATIONS

AT

LONG ROW, MARKET DOCK, SOUTH SHIELDS, NE33 1JA



SITE ADDRESS

30-31 & 32 Long Row,
Market Dock,
South Shields,
Tyne And Wear
NE33 1JA

DESCRIPTION

Application for external modifications following prior approval
ST/0088/17/PNCU

CLIENT/APPLICANT

KeyWest Three Ltd.
43 Maxwell Street,
South Shields,
Tyne & Wear,
NE33

AGENT

MMA
Unit 4, Witney Way,
Hi-Tech Village,
Baldon Business Park,
Baldon,
Tyne And Wear,
NE35 9PE

THE PROPOSALS

Planning

On 30th March 2017, the Prior Approval ref: ST/0088/17/PNCU was successfully granted for the change of use of offices to residential apartments.

This application aims to gain approval to undertake the practical external modifications to enable the development to be efficiently converted. As the existing building was purposely designed for its commercial operation, changes are necessary to adapt the building to its approved use, to both make best use of the surrounding environment as well as the more practical requirements of circulation, escape, etc.

Building Appearance

The principle appearance of the building will not change to accommodate the residential use. Full height feature windows, facing brickwork and the general material palette will all be retained.

Nonetheless, additional external changes are required and will adopt the existing palette of materials. The majority of the changes involve new or modified apertures – windows and doors. Both the style and appearance will strictly match the existing frames, being dark grey powder coated aluminium sections.

Internal garages are also introduced at ground floor level, requiring new roller shutters to the East elevation. Again, matching dark grey aluminium units will allow the garaging to seamlessly integrate into the overall elevational style.

A new elevational feature will be introduced in the form of West facing balconies. These will provide the dual effect of making maximum use of the riverside views while also solving the practical issue of window cleaning access. The balcony styles will be minimalist with clear toughened glass and stainless steel uprights/handrail, to compliment the modern building style.

Though the main roof is pitched, a partial flat roof and parapet arrangement occurs at the majority of the existing roof perimeter. This enables roof terraces to be incorporated into the design of some top floor apartments, accessed via the introduction of box dormers cloaked with lead effect GRP roof coverings and the themed dark grey powder coated aluminium window/door casements.

In a similar fashion, some top floor apartments are offered dormer windows to make full use of the expansive views, where roof terraces cannot be incorporated.

Car Park Works

Though existing vehicle access points will be retained, in curtilage site areas are to be reworked to accommodate the approved development.

Car parking is reworked to serve the development in a more efficient layout and, due to the removal of the undercroft car park to the former Utilitywise building, additional parking bays are introduced to condensate. It was established during the prior approval application that the change of use to residential will significantly densify the parking requirements. Nonetheless, the introduction of a more efficient layout with additional external bays will prove to be of further benefit to end users. As a matter of due diligence, the applicant consulted a traffic engineer – Tim Speed Consulting – to analyse the proposals, who concluded favourably. The report is included with this application.

In addition to the residential parking, the refuse collection arrangement has also been redesigned. 3no. bin stores are located across the site perimeter. This arrangement will allow bin wagons to collect the refuse directly from the highway. This is both efficient for operatives as well the driver, who will no longer have to carefully manoeuvre within the site itself. This is more amenable for future residents with views into the car park, who may otherwise be disturbed by an active refuse wagon immediately outside their windows.

The private areas of parking (and associated manourering space) will be enclosed via a 1.8m high metal railing. Vehicle ingress and egress will be controlled via sliding gates remotely operated by the resident. Pedestrian gates will also be secure, with refuse store access offered solely to refuse operators from outside the site as per the standard arrangement. 18no.

visitor bays (1-6 & 44-53, 56-57) will be outside the secure fencing to prevent any disturbance to Long Row traffic flow.

To accommodate the change of use generally, the traffic controls (comprising of road narrowing, speed cushion and bollards stopping) on Long Row situated between the buildings will be moved back to its former location to accommodate the development. This is reflected on the site plans and the necessary arrangement will be undertaken with the Local Authority Highway Department.

Landscaping

As part of the external works programme, some alterations will be undertaken to the soft landscaping. The overall quantity of soft landscaping remains on par with the original layout. Due to the parking modifications however, some of the existing greenery is reduced. Additional landscaping is therefore introduced which brings a balance to the overall coverage. Some of the new greenery is strategically located to buffer external bin stores. Additional perimeter greenery is also introduced to give the car park a sense of privacy associated with domestic settings.

In terms of the specification, low level hardy and evergreen shrubbery will be planted to match the existing foliage for continuity.