Land North of Old Tavern House, Riding Mill : New Build Dwelling

Application for Planning Consent : Design & Access Statement

Applicant : Jamie Armstrong

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INTRODUCTION :

This Design & Access Statement is in support of a Planning Application for construction of a two storey dwelling with lower level undercroft parking.

A similar application was made in 2023 following a succesfull Pre-application Planning Enquiry in 2021. Generally, the building use, scale and outline design / appearance were supported by the Planning team. However, the application (23/02585/FUL) was withdrawn under advice from NCC Planning due to issues of land ownership and noise from the adjacent railway. These issues have now been addressed via the revised proposal and deatils are covered in the following statement. Additional information is also included within an expanded Heritage section of this document in order to address concerns of Northumberlands Conservation team.

SITE :

The site is located within the predominantly residential area of Riding Mill. The roughly triangular plot is bounded by the A695 to the South East and Tyne Valley Railway to the North East The steep wooded slope of Broomhaugh to the rear and private residential land belonging to Dove Shield run along the North West boundary.

The site sits approximately three metres below St James Road (A695) road level. Along it's length, the road rises toward the Grade II listed road bridge immediately adjacent as it crosses the Newcastle to Carlisle railway. A series of two story houses front the highway in a linear arrangement. All are constructed in random coursed sandstone with natural slate roofs.

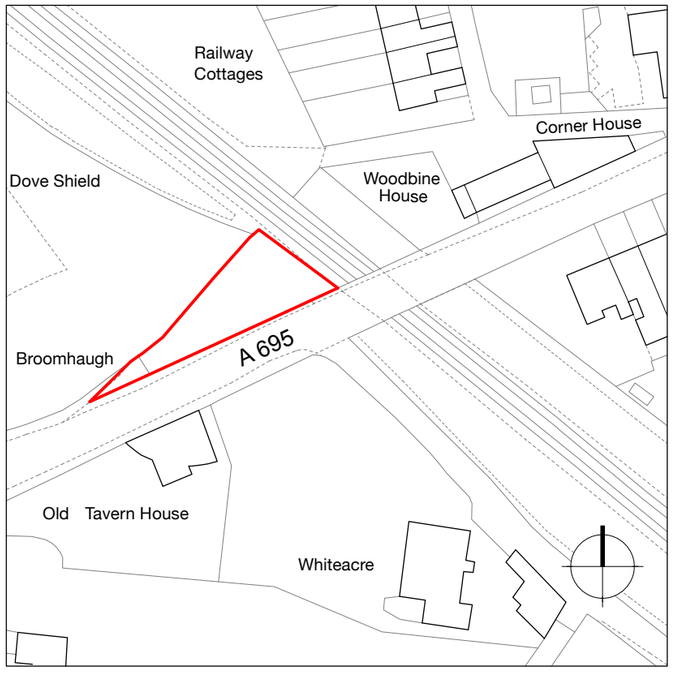


Fig 1
Site location plan

Fig 2
Aerial view of development site

Fig 3. Site LHS as road rises over railway. Woodbine & Corner House in distance.

Fig 4. From inside site looking South at Old Tavern House opposite.

Fig 5. From inside site looking toward trees of Broomhaugh and railway tracks.

Fig 6. From inside site looking North at road along and above base level.

ACCESS :

Principle pedestrian and visitor access is directly off the footway along the A695 road. Vehicular access is via an existing dropped kerb and pull in space to the east end of the site. Cars will be able to access, turn within the site and exit in a forward direction. To this end the the structure is partly elevated over an open undercroft parking zone with sufficient maneuvering space adjacent.

SCALE / AMOUNT :

The proposed house is of a scale and dimension similar to neighbouring houses either side of the roadway. Essentially, a linear form parallel with the highway and two stories above pavement level. Because the site base level is 2 to 3 metres below road level, this enables the lower third level for undercroft parking and utility accommodation.

ARRANGEMENT :

In response to noise from the adjacent railway to the North / East, accommodation is organised with bedrooms facing South / West. An open plan living, kitchen / dining space also turns its back to the railway and opens onto a large external amenity terrace shielded from any noise by a wrap around roof / wall stucture (fig 10).

This living accommodation is housed within a single storey first floor element suspended over the lower level parking area, forming an overall L shaped plan arrangement.

DESIGN / APPEARANCE :

The strategy is to develop a design which addresses the highway and public realm in a traditional manner and in contrast with more contemporary living accommodation opening to the shielded private rear aspect.

The relationship with the footway picks up on the principles established at Woodbine House (over the bridge). Essentially a two storey stone facade slightly set back behind a low stone wall, tight to pavement.

An exception to this is the house entrance; a large glazed opening to a double height lobby and stair. This is more contemporary in appearance and gives a hint of what is to the rear.

Fig 8. Overview from the North : The proposal echoes similarly portioned houses arranged along the road way. Largely traditional front and gable elevations address the public realm.

MATERIALS :

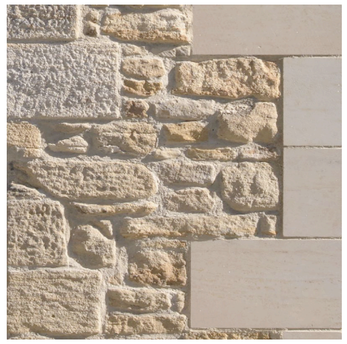
A palette of simple natural materials is proposed :

Quality stonework to match Old Tavern House.

Natural finished timber cladding.

Glass in minimal metal and timber framing.

Natural slate roofing



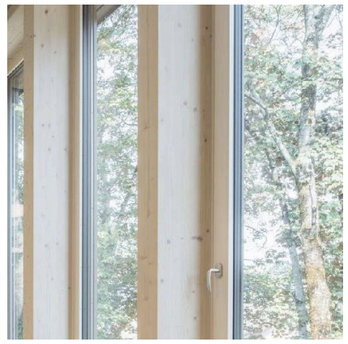


Fig 9 Overview from the South : Principle living, kitchen , dining accommodation is housed within a first floor element which turns it's back to the railway line.

SUSTAINABILITY

The applicants and design team are committed to delivering a low carbon sustainable dwelling in order to assist in the transition to a zero carbon economy through a design which addresses issues of both energy use in operation and embodied energy in materials of construction.

A detailed sustainability strategy is ongoing and will be subject to further design development together with energy performance integration. Key elements established at the Planning Application stage are :

Thermally efficient building envelope.
A depth of 400mm has been allocated for the external building envelope. This will enable high levels of insulation and low air permeability contributing significantly to efficient energy usage. Outline proposals for building construction utilise a Passivhaus standard twin skin masonry assembly with a U value of 0.151w/m2. Materials used in construction i.e. thermal insulation will be monitored to ensure that greenhouse gases are not used in their production.

Utilisation of thermal mass.
New ground floors will be of solid construction with hard finishes enabling embedded low temperature under-floor heating pipes. This assists in mitigation of temperature ranges during day and evening use and works particularly well with the proposed heating system.

Air Source Heat Pump (ASHP).
Heating and hot water will be provided using an ASHP system. Space has been integrated within the the lower ground floor utility area to house a large 16kw ASHP unit within a louvred enclosure.

Mechanical heat recovery ventilation (MVHR).
Whole house MVHR provides fresh filtered air into the house whilst retaining most of the energy that has already been used in heating the building. Increased ceiling voids have been incorporated to enable all ductwork to run freely, concealed within the building fabric.

Generous building service voids will also support adoption of control strategies for the mechanical and electrical services that are flexible and adaptable and maximise energy efficiency in use. This will include the use of low energy LED luminaries to maximise energy efficiency.

Electric vehicle charging points.
EV charging will be provided within the parking garage.

Mitigation of overheating.
Deep reveals and overhangs are included around glazed elements to reduce solar glare and mitigate overheating.

NOISE / AMENITY :

As noted, accommodation is arranged in response to potential noise from the adjacent railway to the North / East. Limited windows to the South / West facade are to be accousicly attenuated, non-openable / fixed units serving circulation and kitchen accommodation only.

External residential amenity areas ; the external terrace and garden are both shileded by building structure. Additionaly, a two metre accoutic barrier defines the boundary of the development site adjacent Network Rails land.

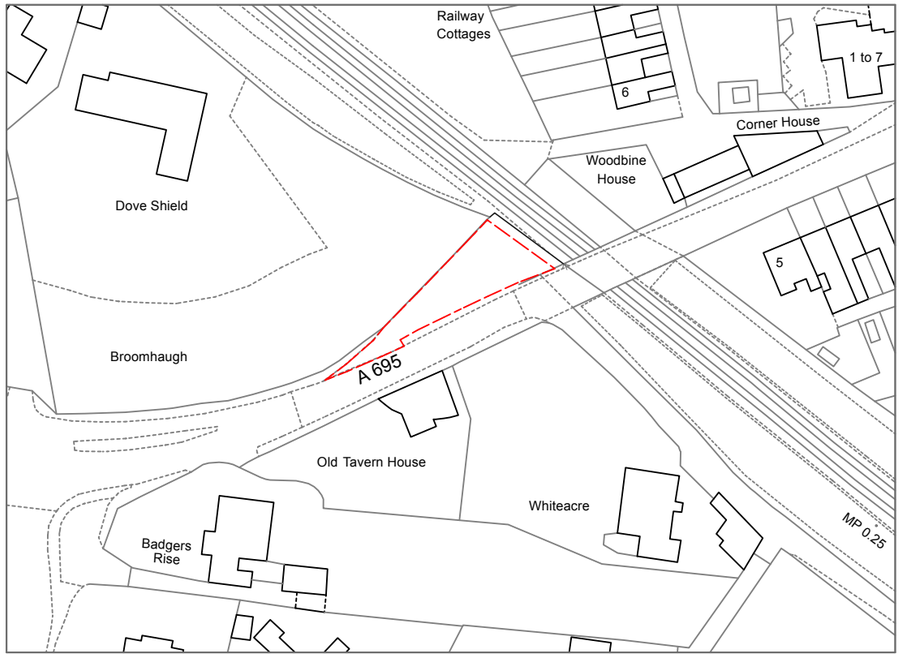
SUPPORTING INFORMATION

The following additional information accompanies this document :

- Heritage Statement (Grade II Listed Road Bridge)
- Ecological Impact Assessment
- Ground Contamination (Phase 1) Report
- Noise Impact Assessment
- Engineers details and calculations relating to strengthening works to the existing retaining wall adjacent the highway.

Fig 10. Living accommodation and amenity terrace back onto the railway line and are shielded by a wrap around roof / wall. Openings in the adjacent wall are acoustically attenuated serving non-habitable accommodation only.

APPENDIX 1 : Outline Drawings (Reduced from A1 size)



0 50 100m

PLANNING

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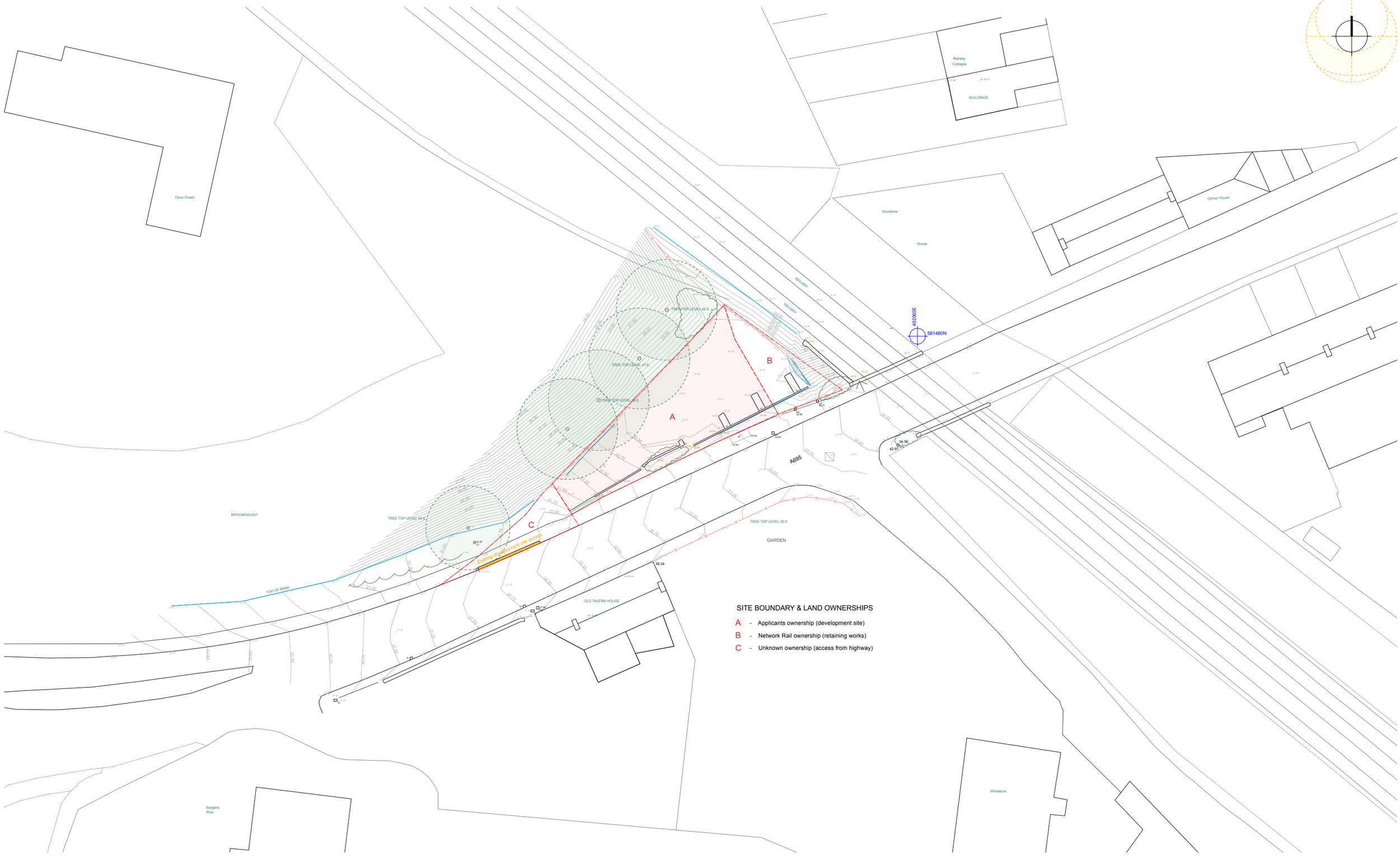
Drawing Number	Rev	Drawing Content	Scale	Date	Project
E0	-	Site Location Plan	1: 1250 @ A3	Feb 2025	101.**205** Land North of Old Tavern Ho, Riding Mill



SITE BOUNDARY & LAND OWNERSHIPS

A - Applicants ownership (development site)

B - Network Rail ownership (retaining works)

C - Unknown ownership (access from highway)

0 5 10 20 30 40m

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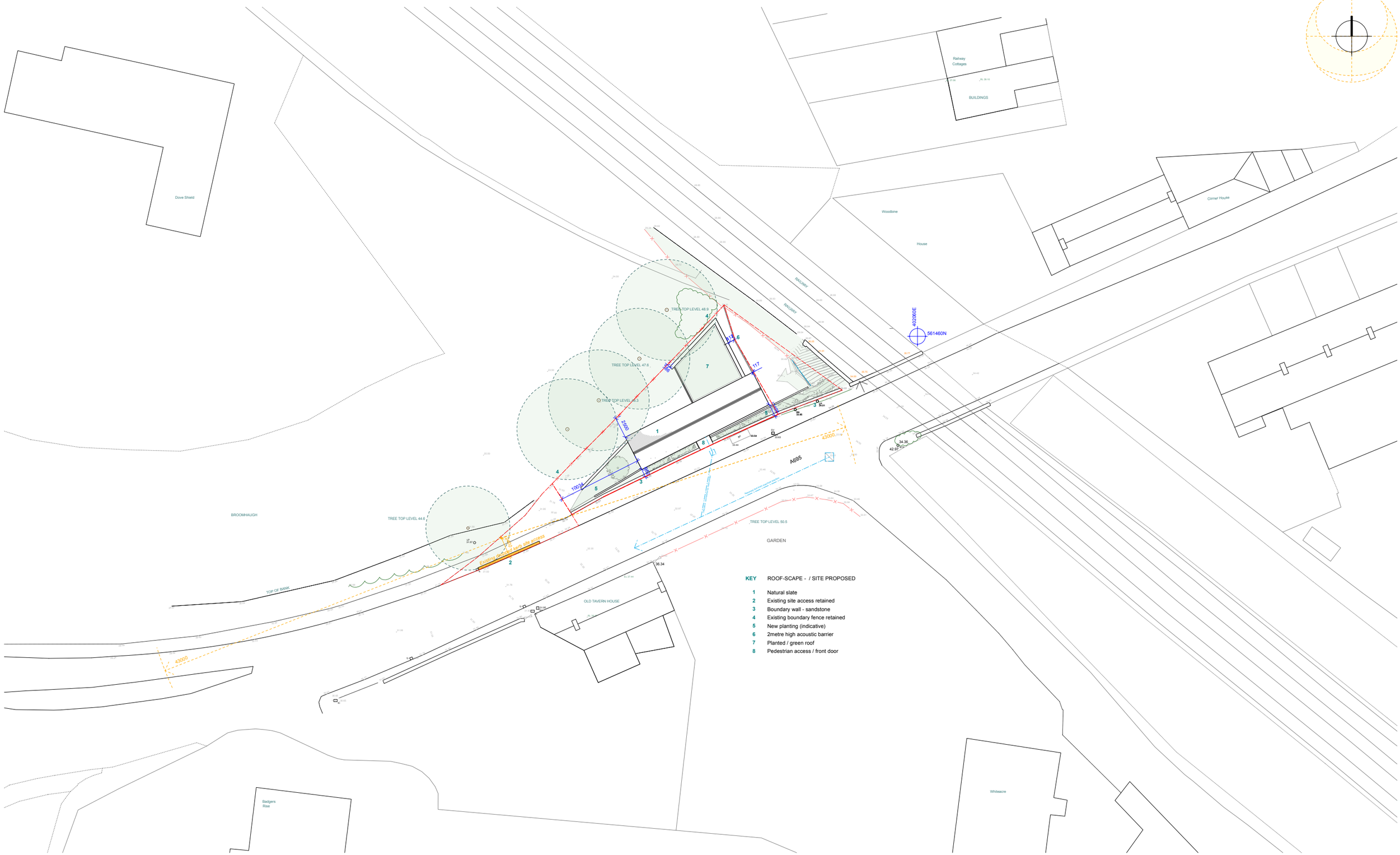
Drawing Number	Rev	Drawing Content	Scale	Date	Project
E1	-	Site / Roof Plan - as existing	1: 200 @ A1	Feb 2025	101 **205** Land North of Old Tavern Ho, Riding Mill



KEY ROOF-SCAPE - / SITE PROPOSED

1. Natural slate
2. Existing site access retained
3. Boundary wall - sandstone
4. Existing boundary fence retained
5. New planting (indicative)
6. 2metre high acoustic barrier
7. Planted / green roof
8. Pedestrian access / front door

0 5 10 20 30 40m

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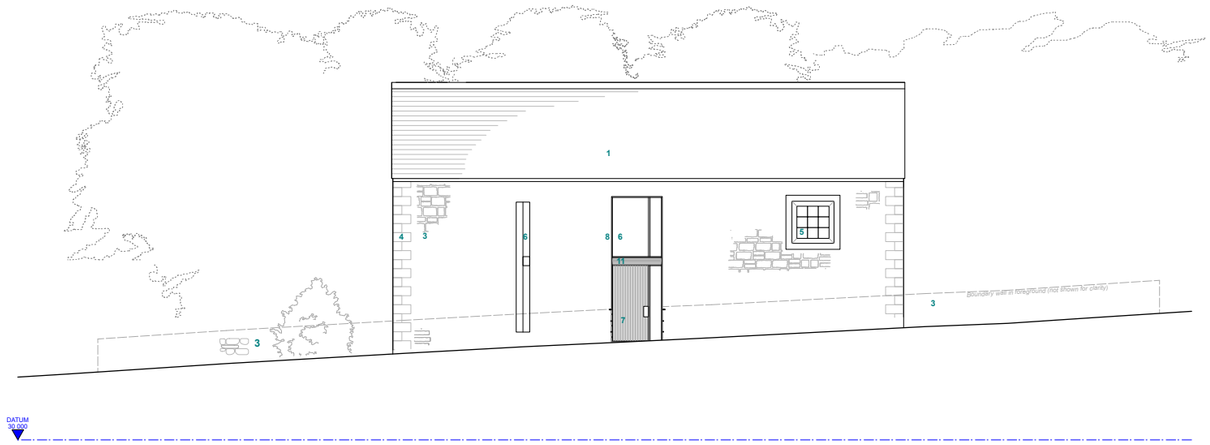
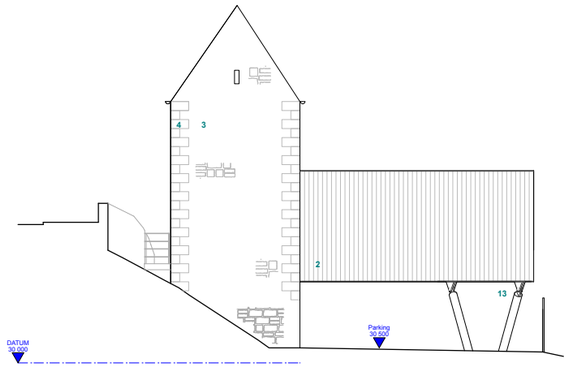
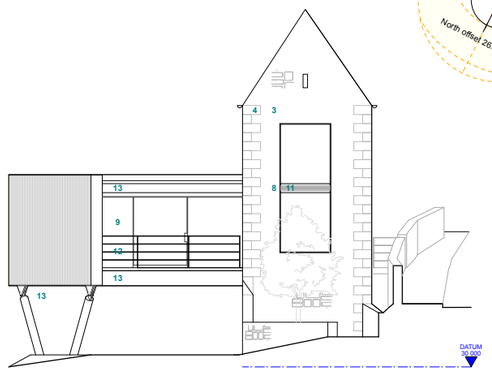
P1	-	Site / Roof Plan - as proposed	1: 200 @ A1	Feb 2025	101 **205** Land North of Old Tavern Ho, Riding Mill



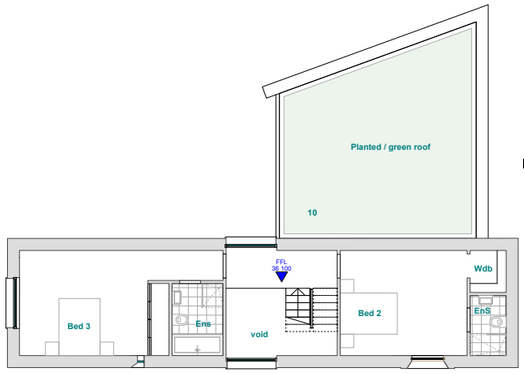
P1.4 SOUTH ELEVATION (to road)



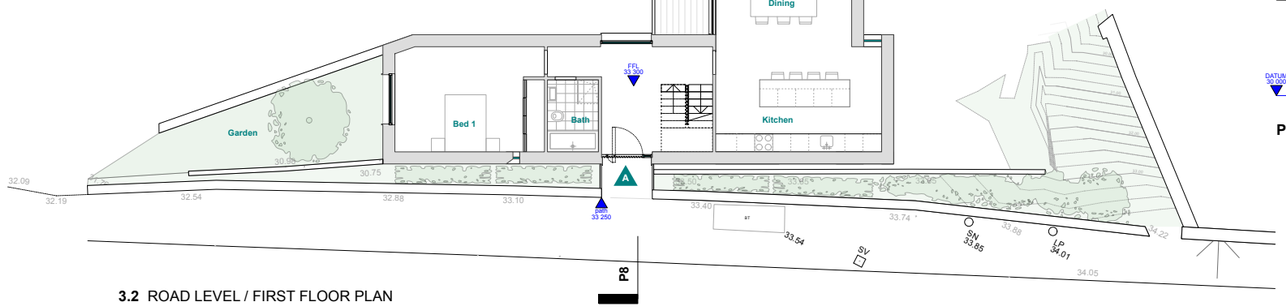
P1.5 EAST ELEVATION (to railway)



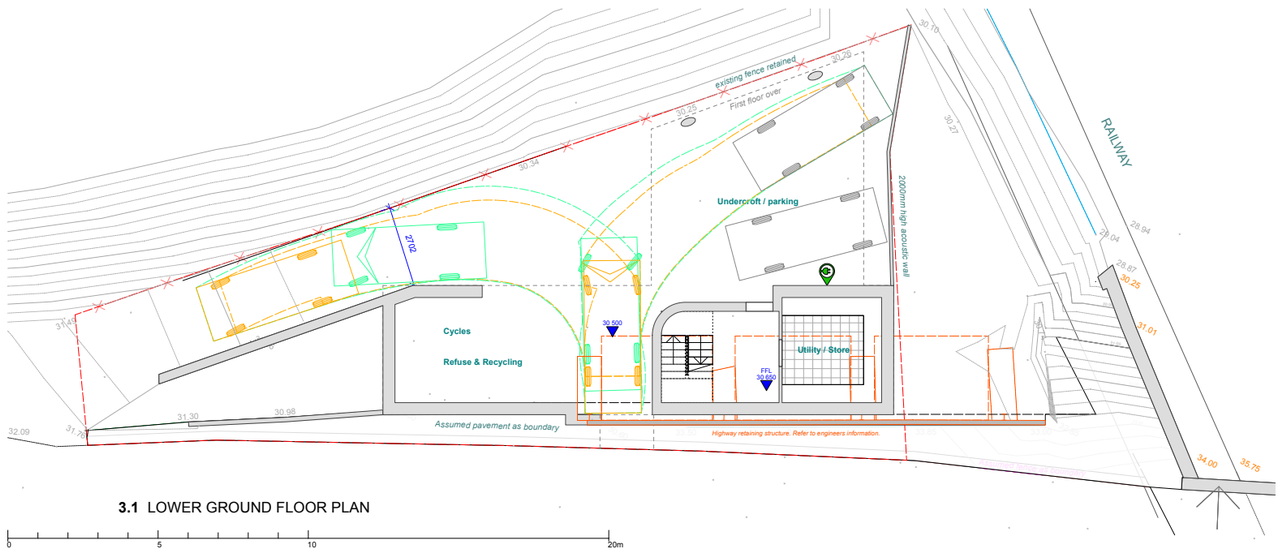
P1.6 WEST ELEVATION (gable)



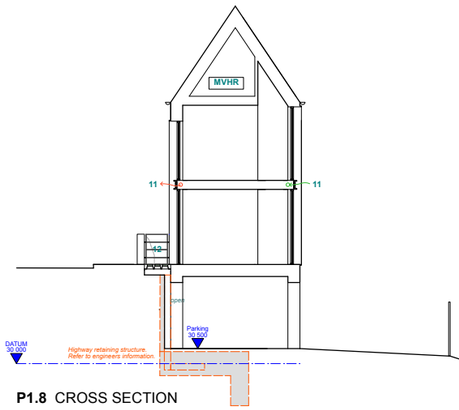
3.3 UPPER LEVEL / SECOND FLOOR PLAN



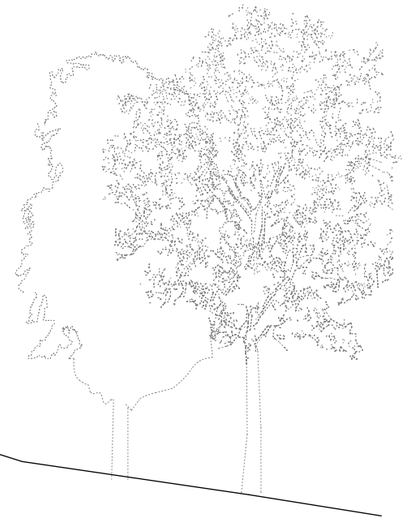
3.2 ROAD LEVEL / FIRST FLOOR PLAN

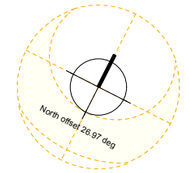


3.1 LOWER GROUND FLOOR PLAN



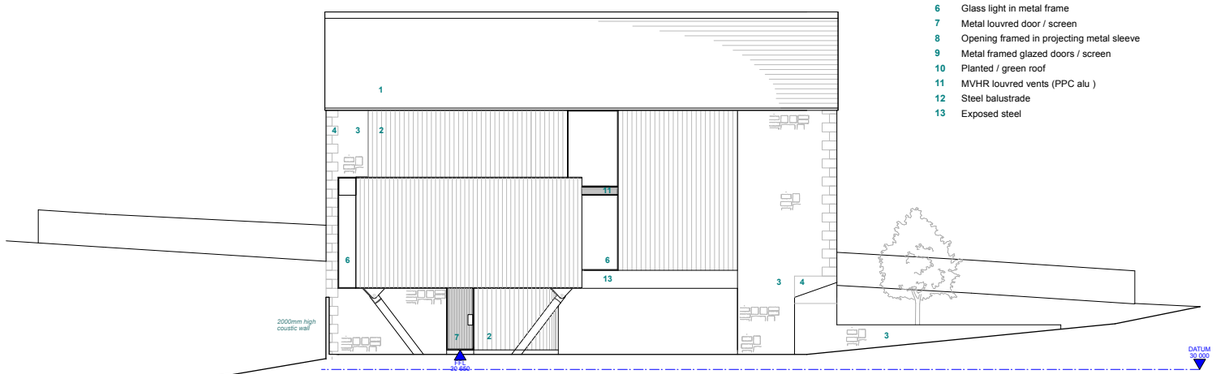
P1.8 CROSS SECTION





KEY MATERIALS - PROPOSED

1	Natural slate roof
2	Vertical timber boarding
3	Random (coursed) sand stone
4	Sand stone quoins
5	Glass light in sand stone surround
6	Glass light in metal frame
7	Metal louvred door / screen
8	Opening framed in projecting metal sleeve
9	Metal framed glazed doors / screen
10	Planted / green roof
11	MVHR louvred vents (PPC alu)
12	Steel balustrade
13	Exposed steel



P1.7 NORTH ELEVATION (to rear)

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Drawing Number	Rev	Drawing Content	Scale	Date	Project
P2	-	Proposed plans / elevations	1: 100 @ A1	Feb 2025	101.205 Land North of Old Tavern Ho, Riding Mill